

Navy News

MARCH 1984 10p

Invincible returns

HMS INVINCIBLE is due back in Britain this month following the decision to shorten her Far East deployment. She was originally due home in April, but her shaft and vibration problems persisted despite spells of work in Singapore. The carrier's DED at Devonport has been brought forward and extended so that the problem can be investigated and put right. Her early return involved cancellation of a planned visit to South Korea. However, HMS Aurora visited Pusan, wearing the flag of FOF1 and accompanied by RFAs Regent and Olmeda. ● See also pages 10-11.

REFITS GO OUT TO TENDER

REFITS for a frigate and a conventional submarine may start in commercial yards later this year following the decision to invite tenders away from the Royal yards. Studies of commercial refits will be undertaken, and comparisons made with Royal Dockyard work on similar vessels.

The two vessels named as most likely to be involved are the Ikara-armed Leander frigate HMS Euryalus (Devonport-based) and the Portsmouth-based patrol submarine HMS Otter. Both would normally refit at Devonport.

Most commercial yards, including those of British Shipbuilders, are in the North of England or Scotland, but until tenders have been submitted and accepted it will not be known where individual work will be carried out.

However, members of ships' companies displaced by refits should be allowed an extra travel warrant each month under concessions introduced last year. And married men could qualify for separation allowance, depending on refit location.

Discussions to explore the potential markets have already taken place with British Shipbuilders, the independent ship repairing sector, and other firms. The widely-based tendering exercise for the two refits is intended to gauge the extent and capability of the market. The refits are planned to start in the second half of the year.

Major role

The Government has stressed that during comparability studies every effort will be made to compare like with like. Cost, date-keeping and quality will be taken into account. Comparisons will be made with similar vessels refitting at Devonport at about the same time.

Meanwhile, discussions are being held with a view to rephasing work at Devonport to maintain a full programme there, and the Royal Dockyards are foreseen as continuing to play a vital and major role in warship refitting.

The proposed commercial refits will not have been the first of recent years, work overloads having previously played a significant part. HMS Fearless had a refit at South Shields in 1980-81, and in 1979-80 HMS Torquay was refitted at Wallsend. A number of submarines have also had commercial refits.

All set for big Uckers battle

SAILORS past and present are limbering up for a lively test of gamesmanship as arrangements are finalised for the first national Uckers championship.

The contest will be fought out in aid of naval charities at the Royal Sailors' Home Club, Portsmouth, over the week-end April 27-29.

Scale of the response has surprised the organisers, the Royal Naval Association. Since the call to do battle, inquiries have come in from ex-naval associations and clubs, and from ship associations, as far removed as Faslane in Scotland and Port Elizabeth in South Africa. There have been many inquiries from young men.

With a closing date for entries of March 30, it looks as if more than 200 teams (two players to a team), will fight it out for the title in a contest which promises to become an annual event.

Turn to back page



Pictures: LA(Phot) Paul Gibson.



World of our own!

IT WAS good news when sailors from HMS Plymouth met Sarah Jane Hutt in Grenada last month — she agreed to become the ship's pin-up and they adopted a new motto: Join the Navy and see Miss World!

The ship and Sarah Jane, who won the title last November, were both visiting the island for its independence celebrations.

Her lovely eyes fell on Navy News, too, and she took the opportunity to scan the pages with MEM Rance (left) and LSA Carter.

HMS Plymouth leads a West Indies Training Squadron which includes another photogenic girl — HMS Torquay, pictured on the left preparing for a replenishment-at-sea. Story and more pictures in pages 8 and 9.

Trident tubes ordered

VICKERS Shipbuilding and Engineering Ltd of Barrow has been awarded an MOD contract of over £40 million to supply the missile tubes for three of the four planned UK Trident submarines.

The work will be shared between VSEL and Babcock Power Ltd of Renfrew, Scotland, who are MOD's suppliers of nuclear reactor pressure vessels.

Obtained against American competition, the contract involves a total of 48 tubes for the three boats. The work will start immediately, with deliveries in the late 1980s.

Tubes for the first of the four submarines are being bought in the USA from the Electric Boat Division of General Dynamics and its subcontractor Babcock and Wilcox, to meet the programme dates for the boat.

● Contractors concerned with a new surface-to-surface missile have been asked to submit their "best and final" bids, but the selection process was not delaying construction of Type 23 frigates, the Commons were told.

The Type 23 is scheduled to be in service in 1988.

Trainees check up on the Admiral

FIVE young Wrens now with the Royal Navy under the Armed Services Youth Training Scheme were on hand to learn chairside skills when the Commander-in-Chief Naval Home Command (Admiral Sir Desmond Cassidi) went for his regular dental check in HMS Nelson.

Surg.-Capt.(D) Alan Davies took the opportunity to instruct the five Wren Dental Surgery Assistants on the correct treatment.

The DSAs, who joined the Navy last year, were in the fourth week of a 12-week course. Reclining in the dentist's chair, Admiral Cassidi said: "The girls are getting first-class dental training which should help them to find good jobs later on."

Said one of the Wrens, Lisa Gilson: "It is

an intensive course and you have to work hard, but I am enjoying every minute of it. I'm glad I decided to join the scheme and I hope too that it leads to a career in the WRNS."

On successful completion of their course, the girls will serve at naval dental surgeries throughout the UK.

At present the Navy is training some 60 teenagers in jobs which include marine, electrical and aircraft engineering, and radio operating. Initial training is in HMS Raleigh (see centre pages). More young people could be taken if suitable volunteers come forward. They are paid £25 a week and have £10 deducted for food, board and clothing.

● The girls pictured are, from the left: Wrens Deborah Capewell, Andrea Davies, Lisa Gilson, Rebecca Limburn and Heather Tait.



Birthday salute to Duke

IN HONOUR of the birthday of the Duke of Edinburgh, Captain General Royal Marines, the Massed Bands of the Royal Marines will Beat Retreat on Horse Guards Parade on June 12, 13 and 14 at 1830 hours each day.

The salute will be taken by the Second Sea Lord on June 12, the Commandant General Royal Marines on June 13, and by the Duke of Edinburgh on June 14.

Seats are available on June 12 at £2 and £4; and on June 13 and 14 at £2, £3 and £4. On all occasions there is standing at £1.

For postal applications (from April 2) cheques and postal orders (accompanied by stamped, addressed envelope for return of tickets) should be sent to RM Beat Retreat Office, Department of CGRM, Ministry of Defence, Old Admiralty Building, Whitehall, London, SW1.

The cheques and postal orders should be crossed and made payable to "Royal Marines Beat Retreat Fund." If possible, a telephone number should be enclosed for the event of query.

KIRKLISTON JOINS THE '30' CLUB ...

HMS KIRKLISTON, pictured right, last month celebrated the 30th anniversary of her launching in the Belfast yard of Harland and Wolff Ltd. on February 18, 1954.

First event in the ship's chequered career was to have her name changed — to HMS Kilmorey — and to be allocated to the Ulster Division of the RNVR. Six years later she reverted to her original name

and underwent an extensive refit at Devonport.

No sooner was that completed than the minesweeper was taken into Portsmouth Dockyard, emerging in June 1964 as the Navy's most modern minehunter. At the end of 1966, as part of MCM6, she sailed from Chatham to join the Far East Fleet, and was based at Hong Kong for the next five years.

The ship underwent a maintenance period last month before returning to routine duties with MCM2 based in HMS Vernon. The ship's company celebrated the 30th anniversary with a medieval banquet and a birthday cake presented by HMS Diomedé, a dry-dock neighbour during the Kirkliston's recent maintenance period.

Hold on to those medals

ALTHOUGH dealers and collectors may advertise for South Atlantic Medals, sometimes offering substantial sums, there is a reminder to serving personnel that it is an offence to sell or otherwise "make away with" any Service medal or decoration.

Besides any punishment awarded for an offence, they could be liable for replacement or recovery costs.



AND GALATEA REACHES 21

NINE past, present and future commanding officers of HMS Galatea met for dinner on board the frigate at Portsmouth on January 27 to mark the ship's 21st birthday.

They included Admiral of the Fleet Sir Henry Leach (commanding officer from November 1965 to February 1967), and Rear-Admiral J. O. Roberts.

Present commanding officer is Cdr. G. D. B. Robinson, who is due to be relieved this month by Cdr. L. S. G. Hulme.

The Galatea was laid down at Wallsend-on-Tyne in December 1961, launched by Lady Gretton

in May 1963, and commissioned on April 25, 1964. Her appearance has changed over the years, most dramatically when she lost a 4.5in. gun and gained an Ikara anti-submarine weapon system during a long refit at Devonport.

Former commanding officers at the dinner included the first, Capt. R. F. Plugge; Capt. W. S. Gueterbock, Capt. D. B. Nolan, Capt. A. R. Barnden and Capt. R. I. T. Hogg.

The Galatea called at Portsmouth after a visit to Hull, where the frigate has the freedom of the city.

Bargain homes listed

PROPERTIES now coming on to the market under the new Joint Service scheme for selling surplus married quarters at discount prices include a number of ex-naval quarters in the Chatham area.

Three bulletins listing properties available have been issued. The first gave 24 ex-naval properties (22 in the Chatham area and two in Scotland); the second had one in the Chatham locality; and the third listed four there. Another bulletin was due out in late February.

Discounts of up to 30 per cent. are available. To take one example, there is listed a three-bedroomed semi-detached 1967 house at Rainham, Kent. Current market value is put at £29,000, but the selling price is £20,300.

PRIORITY

After the details of properties are published, serving personnel have nine weeks in which to apply. Priority of purchase goes to personnel of the Service which has been using the quarter.

The bulletins are being sent out to ships establishments and applications to buy have to be submitted through unit channels to the Joint Services Married Quarters Sales Offices at Headquarters UK Land Forces, Wilton, Salisbury. (Application pro-forma and full details of the scheme were printed in DCI RN J 511/83).

Among properties likely to come into the scheme in the next few months are some ex-Royal Marines quarters in the Exeter and Honiton areas.

Danae's prize

HMS Danae was awarded the Rooke Fleet Seacat Trophy for 1983.

OBITUARY

WEA/A Jonathan I. Mills (18) died in hospital in the Falklands on February 1 after being seriously burned in a missile accident on board HMS Fire. His parents were flown out from the United Kingdom but he died before their arrival.

At the funeral at Chichester Crematorium the pall bearers were from HMS Collingwood, his parent establishment.

R. H. Whyte-Melville Jackson, Cdr. January 13.
P. Gosling, FCCT, SCU Leydene, January 22.
R. Cosgrove, CMEA(SM), HMS Sultan, January 25.
R. G. Stephenson, WEA/APP, HMS Collingwood, January 27.
J. Hogan, CPO(CAS), RNAS Yeovilton, January 27.
G. P. Rudland, SGT., RM, 42 Cdo, January 31.
S. J. Ashfield, MNE, Cdo Logistic Regt, February 4.

William George Williamson, Aged 95, Ex-Stoker, Served 1905-27.
William Dawber, Aged 68, Ex-HMS Glorious and survivor from HMS Prince of Wales, then POW.
Frederick George Davis, Aged 86, Served 37 years, including both World Wars. Ships including HMS New Zealand, Falmouth, Lucia, Badsforth.
Allan Poland, Rear-Admiral, Aged 95, Served in submarines 1910-37, including many commands. Later commanded 9th Cruiser Squadron, Senior BNO Western Atlantic, and Rear-Admiral Alexandria.

Prince signs Falklands prints

LIEUT. Prince Andrew has individually signed 100 copies of a Falklands conflict scene fine art print which is being sold in aid of King George's Fund for Sailors.

The print is taken from a painting by marine and aviation artist Robert Taylor, and depicts Prince Andrew's helicopter and others at the scene of the stricken Atlantic Conveyor off the Falklands in 1982.

REQUEST

In addition to Prince Andrew's signature, the prints have been signed by other members of his crew, and by Mr. Taylor.

Donated by the Military Gallery, the prints are available at £150 each, with proceeds going to KGFS at Prince Andrew's request.

Inquiries should be directed to King George's Fund for Sailors at 1 Chesham Street, London, SW1X 8NF. (Telephone: 01-235 2884).



FINAL FLING FOR ZULU WARRIOR

HMS Zulu is due to pay off on March 31 after a hectic final few months in commission. She was visiting Glasgow at the beginning of March, and was due to sign off at Portsmouth after a final fling on the other side of the Channel.

During February her programme included major exercises off the coast of Scotland.

The Zulu said goodbye to Gibraltar for the last time on January 6 after a busy and happy spell as guardship over Christmas and New Year. During that time she went to the assistance of RMAF Auricula in a Force 10 gale 600 miles out in the Atlantic, and later shadowed the Russian warships Kirov and Udaloj as they entered the Mediterranean for the first time.

Soccer victory

LMEM Nigel Brewster won the ship's Top of the Rock race, which was entered by 98 of the ship's company. The PO's Mess raised £140 for charity during the race.

Sporting highlight of the Zulu's time as guardship was when she entered the Gibraltar national five-a-side soccer competition. The Zulu team, very much rated as underdogs, played so well that they won the tournament, beating Gibraltar Police 1-0 in the final through a goal from AB(S) David Gordon.

The RAF contingent in Gibraltar treated the ship to a spectacular display of firepower by two Jaguar aircraft during a families day for which many relatives had flown out.

Parents, wives and children were also able to watch a Lynx helicopter flying display as well as enjoying the more usual Christmas celebrations of carol singing and a traditional lunch.

Dyana has a deep longing

BEAUTY QUEEN and model Dyana Kitchen seems set to fulfil a long-held ambition. Her special yearning to go to sea in a submarine has led to her adoption as pin-up by the Portsmouth-based boat HMS Osiris.

Dyana wrote to Navy News some time ago and we were able to put her in touch with the Submarine Service, who are not always silent when it comes to showing their appreciation of a pretty girl.

Their feelings are reciprocated: "I know submarines can be a bit smelly and dirty, but I don't mind that. I'd just love to go down in one and meet the men on board," said 21-year-old Dyana.

From her home in Wakefield she has travelled widely in her work as a model, and harbours ambitions to become an actress. Meanwhile, she's looking forward to a trip to Portsmouth to meet some of her favourite men

Tribute in teak

DOLPHINS carved in teak from the deck supports of the Navy's first submarine have been produced by a lieutenant-commander to form a unique tribute to the Submarine Service.

The dolphins form the submariners' emblem mounted on a plaque of hafnium metal from Britain's first nuclear-powered boat, HMS Dreadnought. Commissioned by Rolls-Royce and Associates, the emblem was crafted by Lieut.-Cdr. Matthew Todd, a submarine escape expert.

Rolls-Royce and Associates were involved in the design, development and procuring of the nuclear plant for the Navy's "nuke" fleet, and the symbol was chosen to hang outside the company's boardroom at Derby in recognition of that link.



In for a dip on the Costa del Iceberg

SWIMMING in the icy waters of Antarctica is one way that Navy-led members of the Brabant Island expedition have set about "enjoying" themselves.

The 12-man Joint Services party, led by Cdr. Chris Furse, has been consolidating on Brabant and Anvers Islands after being landed by HMS Endurance in January.

They report that the weather has been fine and that movement is much safer than expected as there are many crevasse-free areas. The two-man swimming party took place at Iceberg Point during a long boat and overland journey by six members of the expedition.

SURVIVAL

Among the first "summer" party until this month are LA(Phot) Jed Corbett of the Fleet Photographic Unit and three Royal Marines — Lieut. Simon Trathen and Cpls. Jeff Hill and Dick Worrall.

There will be a much tougher time for the winter party (March-September), which will camp in temperatures as low as 60 degrees F below freezing to test the physical and physiological effects of survival in such conditions.

Cdr. Furse and LA Corbett will stay with that team which includes Surg.-Lieut. Howard Oakley of the Institute of Naval Medicine, Alverstoke, and Royal Marines Sgt. John Kimbrey of the Commando Training Centre, Lympstone. The rest of the team consists of an RAF corporal, four Army men and two civilians.

1,000 in D-Day parade

SALUTE at the massive D-Day anniversary parade in Portsmouth will be taken by the Commander-in-Chief Naval Home Command, Admiral Sir Desmond Cassidi.

It is now estimated that at least 1,000 Servicemen and ex-Servicemen will take part in the parade on June 6. Naval contingents are expected to include men from local establishments, QARNNS, Wrens, Royal Marines and members of the Fleet Air Arm. Training and rehearsals will be held at HMS Excellent.

CONCERT

Royal Navy contingents will also take part in a parade at Weymouth and Portland on June 3. Among the international veterans' associations represented will be ex-submariners and coastal forces association.

On June 6 a concert will be held by the Royal Marines Band Dartmouth and on the following week-end Royal Navy ships in Portland Dockyard will be open to visitors. Tours are also being arranged to RN air station Yeovilton.

IT'S SEA GOON TIME FOR CARDIFF



Harry Secombe takes a close look at HMS Cardiff during filming for ITV's "Highway" programme.

NAVY personnel and ships at Portsmouth were on the route of ITV's "Highway" programme screened on February 26.

Presented by Sir Harry Secombe, the Sunday evening road show called at the naval base where interviews and sequences were shot in HMS Cardiff, HMS Victory and the dockyard church of St Ann's.

Portsmouth's part in the series was recorded two weeks before the broadcast and included music by the Choir of the Royal Naval School, Haslemere in St Ann's, and by the Royal Marines Band of the Commander-in-Chief Naval Home Command.

Among those interviewed were LWren Kim Toms, who was awarded the British Empire Medal for her service during the Falklands war, and the Naval Base Chaplain, the Rev. Noel Jones. The half-hour programme reached an audience of eight million.



SO YOU THOUGHT IT WAS JUST ANOTHER DESK JOB!

IF YOU are one of the writers being drafted to sea as a technical officer writer and think it's just another desk job, think again.

The "new look" tech. office writer — a writer, leading writer or PO writer — is exemplified in this picture by Leading Writer Heath, who is serving in the new Type 42, HMS Nottingham.

In line with policy throughout the Fleet, he first relieved the LMEM as MEO's writer and later was relieving the LWEM as WEO's writer.

In addition to his office tasks, he is part of the Standing Sea Fire Party as BA controller, and closes

up in the Machinery Control Room for Special Sea Dutymen.

His action station is HQ1 as the incident board operator and communications number, being in contact with HQ2, the FWD and AFT section bases, Ops. Room and Computer Room.

This new job for writers is gradually being implemented in all ships from frigates and above. (Details were given in FTM 268 / 83.)

● IN LWEM Pycroft's picture LWTR Heath is closed up in the Machinery Control Room during Special Sea Dutymen. With him is POMEA Ackland.

SAY WHAT YOU

DRAFTY reiterates the need for clear and correct DPCs — say what you mean. Use the Supplement to BR 14 to ensure there is a billet for where you wish to go — don't waste a preference! If in doubt, ask your divisional officer to help.

An obviously disgusted divisional officer gave us the following good example of asking for miracles for the unwanted:

Dear Drafty,
Please draft AB . . . as a Space Satellite Tracking Pilot with a home base in Thirsk or Lerwick and if there isn't a billet then could we create one!

We've asked that divisional officer's appointer if he would like to send the officer to Thirsk or Lerwick as SSTP Training Officer. No offence to the few genuine natives on our books. They won't read it anyway; they are always on travelling time!

MEAN!



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DRAFTY'S CORNER

CALLING Comms and EW senior rates . . . Average length of sea draft for PO(EW) has now been increased from 18 to 24 months, which should give more productive time at sea and, of course, a bit longer ashore to follow.

Similarly, CPO (EW) time at sea has been increased from 27 to 30 months.

Drafty continues to make every effort to draft ratings to course as soon as they have passed PPE but if you in ships want to get in early, why not ask your divisional officer if you can be lent during the next maintenance leave period. Of course, we don't provide a relief!

Average length of sea draft for CCY/CRS has been reduced from 27 to 24 months. This will increase the turnover to the small number of sea billets particularly for CRS. Seaside for RS and CY must continue at

only 18 months, at least for the time being.

Sea experience is a very important factor considered by

promotion boards and we aim to give as much as we can to as many as we can to even up the chances a bit.

Artificers' roster

The Artificer Candidates roster maintained by Naval Drafting for qualified ratings is based on the rate held and the date passed for the next higher rate. The order of selection will be: POMEM(M)s, A/POMEM(M)s, LMEM(M)s passed for A/POMEM(M)s, LMEM(M)s and A/LMEM(M)s.

So the message to all Artificer Candidates is pass for A/POMEM(M) at the earliest opportunity in order to increase your chances of course selection. BR 1066 Article 1220 refers.

Where we need YOU

SAs. Would more pay suit your pocket next year? If so, how about volunteering for submarines. Volunteers are required for 1984/85 but only at the AB rate.

STORE MARINE L/Wren/Wren(SA) volunteers are required for Deal, Lympstone and Poole. Yomps to Centurion not required — just a C240.

TIFFS FOR TANKS. January Drafty's Corner warned of a forthcoming need for Tiffs for Tanks. That warning has now materialised and volunteers are required from CPOMEA(M), (P) and (ML) and CPOMEA (WD) and (OC) for 2½-year exchange drafts with REME units in Germany, starting September 1984.

Applicants should be under 35 years old and the MEAs should preferably have ADICE or Diesel engine experience.

See MODUK Navy's WHF 201416Z Jan 84 and apply on Form C240.

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on April 1



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DON'T FORGET YOUR MESSAGE

TELL US SOON ABOUT THAT HAPPY EVENT

REGULATIONS require that four months' notice must be given by WRNS and female QARNNS ratings prior to release on marriage or pregnancy. Although it is appreciated that the emotional forces affecting the one and the physical laws governing the other make much longer notice difficult or impossible, it is most helpful if notice can be submitted even earlier.

This allows Drafty to identify a relief and give that relief reasonable notice. The alternatives, should less than the required notice be received, are to give very short notice of draft to the relief, which can have a profound affect upon an erstwhile happy friendship, or to gap the billet, which can upset the boss.

INCONVENIENT

There is a third, which applies particularly to release on marriage, which is that the release date may be set a little later than that requested, and that can be very inconvenient for those with plans made.

So, do everybody a favour, give yourself, your relief, your boss and Drafty at least a month's notice each so that you give the Navy four months or more notice of release.



"Sorry, we're gapping this billet for four months!"

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HERMIONE MOVES IT!

THE PAST nine months has been a moving time for HMS Hermione. Closure of Chatham, a base-ports reshuffle, and her refit trials have kept the Seawolf-armed Leander frigate on the go.

She was the last surface warship to be refitted at Chatham, leaving there on July 8 with the four years' work 95 per cent complete. Her £79-million rebuild was finished at Devonport where, shortly before Christmas, she was pronounced ready.

The Hermione, one of five Batch 3 Leanders to be converted to Seawolf, has now completed her harbour and sea acceptance trials under her commanding officer, Cdr. Robert Howell. During this month and next she is due to undergo operational sea training at Portland, followed by her first foreign visit since 1979.

Next year there will be another change for the frigate — a base-port move from Devonport to Portsmouth.

As with other Batch 3 conversions, the

Hermione's Seacat surface-to-air missile system and her twin 4.5-in gun turret have been replaced with a battery of Exocet anti-ship missiles and Seawolf launchers.

Electronics

Her anti-submarine mortars have been removed and she has acquired a shipborne torpedo weapons system which is capable of firing homing torpedoes from two triple tubes. And she can now operate a Lynx helicopter equipped with homing torpedoes, depth charges or Sea Skua air-to-surface missiles.

Electronically, too, she is a new ship with highly advanced computerised target sensor and communication equipment. Her accommodation spaces have been completely refurbished.

HMS Hermione, launched in 1965, was the last war-

ship to be built by Alex Stephens and Sons of Glasgow. She was completed by Yarrows and commissioned in 1969.

FACTS AND FIGURES

Displacement: 3,200 tons full load. Length: 372ft. Beam: 43ft. Draught: 19ft. Armament: Exocet surface-to-surface missiles in quadruple launcher; Seawolf surface-to-air missiles in a battery of six launchers; two triple tubes for shipborne anti-submarine torpedoes; two 40mm/60 Oerlikon guns. Aircraft: Lynx 2. Propulsion: Two double reaction geared turbines driving two shafts and producing 30,000 shp. Speed: 28 knots. Range: 4,000 miles at 15 knots. Complement: 220.

Black mutinee in the family tree

DESIGN of the badge of HMS Hermione is one of the strangest in the Service — Why an oak tree cut through by a two-man saw?

Its origins having nothing to do with the Navy, nor even the sea. They go back eight centuries to the turbulent reign of Edward II and to an incident in which a knight at his court, Sir Gilbert Hamilton, slew John de Spenser in a duel.

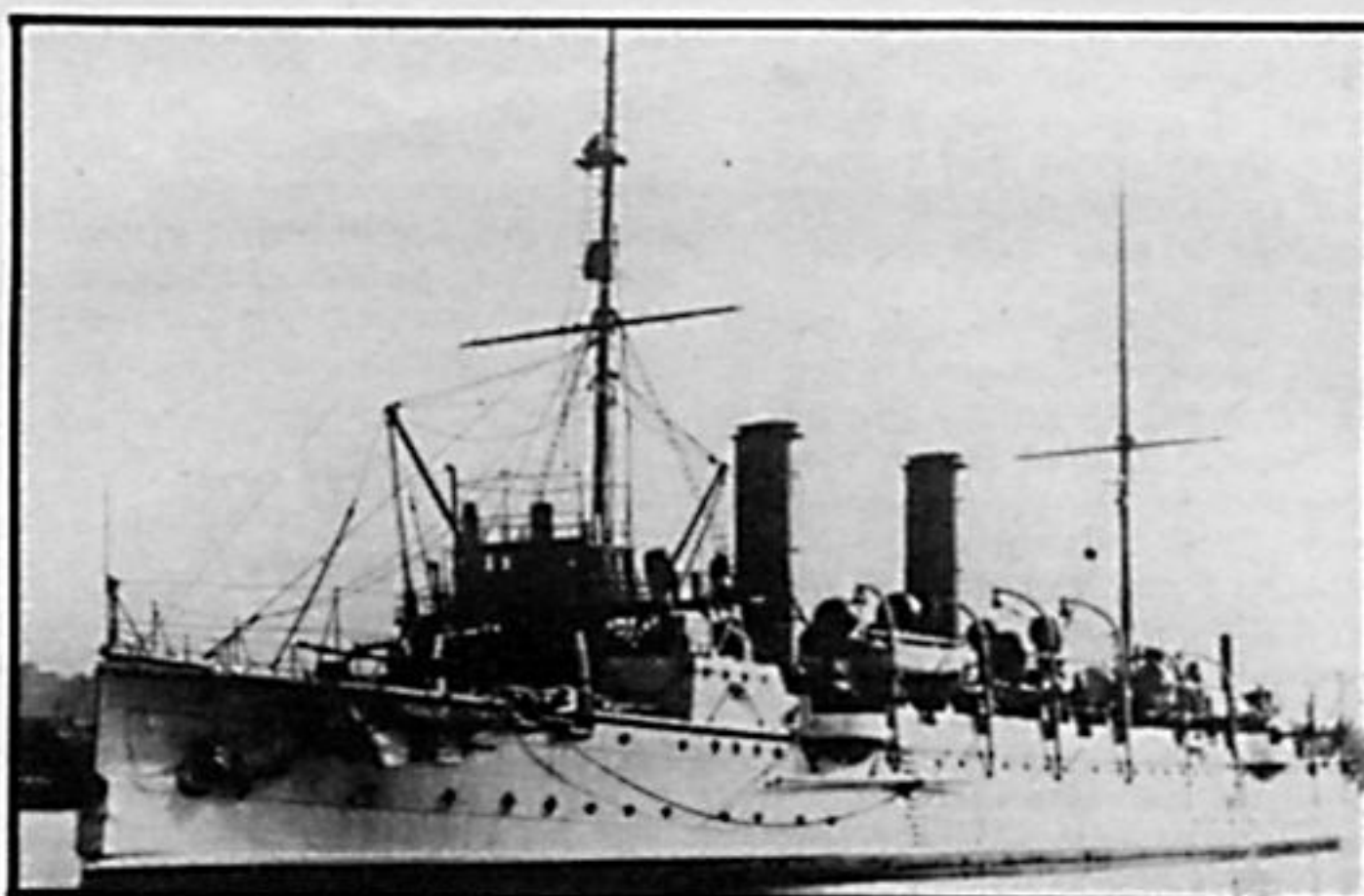
The dead man was in favour with the king, so Sir Gilbert fled towards the safety of Scotland. Being closely pursued, he and his attendant changed clothes with two woodcutters and were in the act of cutting an oak when the pursuers passed by.

As the oak began to fall, Sir Gilbert had the presence of mind to call "Through," thus convincing his enemies that he was what he appeared to be.

Bloody

In commemoration of his deliverance he chose as his crest the oak tree and saw, with the motto "Through." The legendary motif appeared on the seal of the first Earl of Arran, and it was one of his descendants — Admiral Sir Edward Hamilton — who as captain of the first Hermione selected the crest for his ship in the 1780s.

Whatever else it did, it brought her little luck. In the West Indies in 1797 she underwent one of the bloodiest mutinies in the Royal Navy. Her tyrannical captain, Hugh Pigot, and nine of his officers were murdered, an act which



The second HMS Hermione — she survived until 1940.

earned her the nickname "Black Hermione."

The mutineers sailed her into the hands of the Spanish and it was not until 1799 that she was recaptured by HMS Surprise — under the command, as it happens, of the renegade frigate's former captain, Sir Edward Hamilton.

By now the name Hermione was a mark of shame in the Service and she continued in the Royal Navy first as HMS Retaliation and then as HMS Retribution before being broken up in the year of Trafalgar. Twenty of the mutineers were hunted down and hanged.

Perhaps it was the stain that Black Hermione left in her wake that caused her name to be absent from the rolls for the best part of a century, reappearing well into the age of

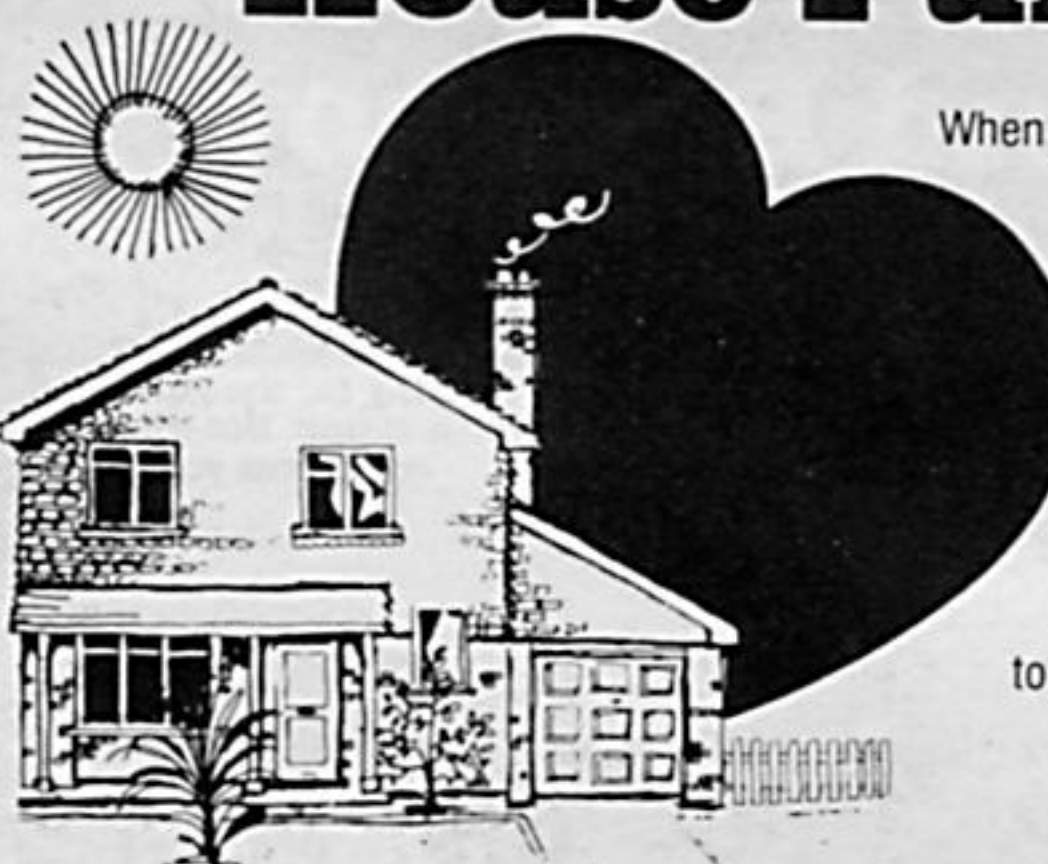
steam with a protected cruiser commissioned in 1895.

Many of her officers and men were decorated for service during the Boxer Rebellion at the turn of the century, but by the First World War she was obsolete and ended her days in the Royal Navy as a depot ship. In 1921 she was bought by the Marine Society to become the training ship Warspite, surviving in that role until September, 1940.

That year the third Hermione, an anti-aircraft cruiser, was completed, and during the next two years won all four Battle Honours for the name — Mediterranean, Bismarck, Malta Convoys (all 1941) and Diego Suarez (1942).

She was sunk in June, 1942, torpedoed by a German submarine south of Crete. The slate on which "Black Hermione" had been written was wiped clean.

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Rescued — the last of the Flowers

THE Canadian Naval Corvette Trust, a non-profit-making organisation, has acquired the last surviving Flower-class corvette of the Second World War — the former HMCS Sackville pictured here in June, 1944.

Retained as a naval auxiliary until last year, the Sackville is in excellent condition, although her profile has been altered extensively.

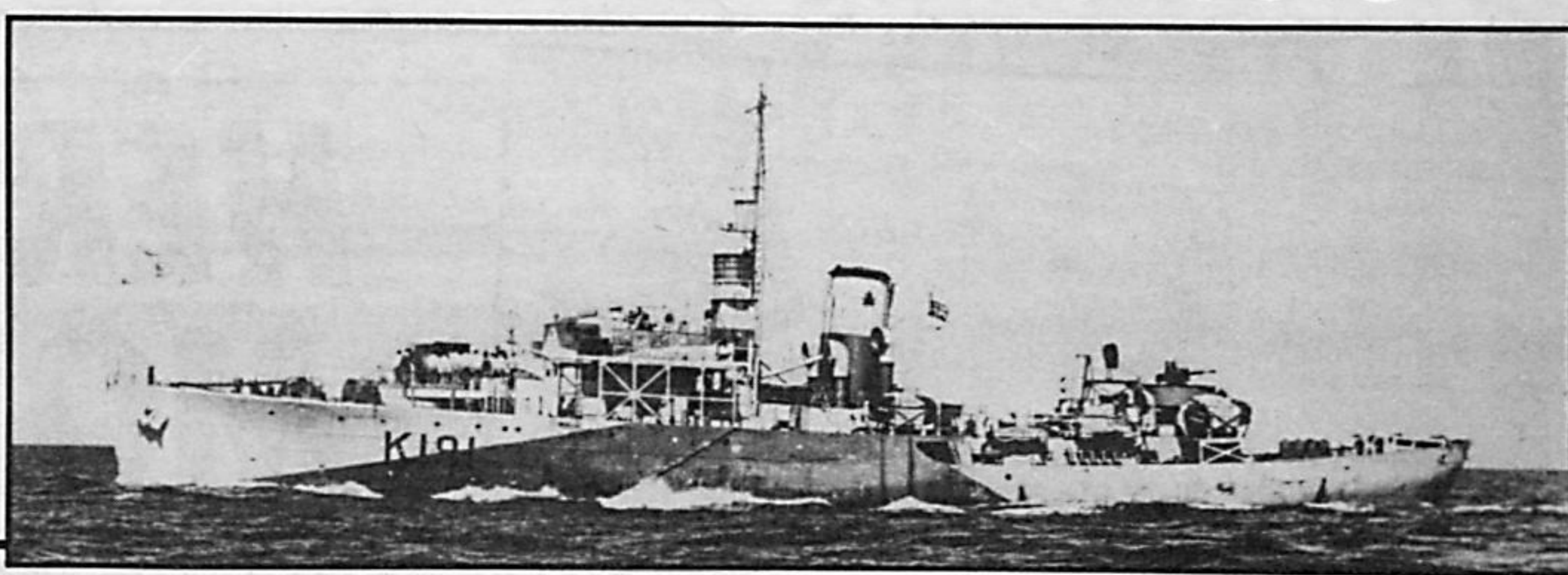
The Trust is well into the restoration effort. Costs are estimated to be about 800,000 Canadian dollars, of which 225,000 has been raised.

It is planned to have the ship completed in time for the Grand Sail Past in 1985 — the 75th anniversary of the

founding of the Canadian Navy.

It is hoped that she will lead the ships in her Western Approaches paint scheme, a fitting reminder of the brave little ships which helped to fight Hitler's U-boats to exhaustion.

Donations would be welcomed by the Trust, the address of which is Suite 601, PO Box 221, Commerce Court East, Toronto, Ontario, Canada M5L 1E8. — Thomas G. Lynch (publicity member).



Harrier pioneers

THANK YOU for the very fine Navy News, which I can assure you is widely read at the Spanish Naval College. It is also used for language training here.

Now that the Sea Harrier is so well publicised, could you mention that it was the Spanish Navy which was first among the world's navies to mount a carrier-based Harrier force?

I remember it being fully operational at the 25th anniversary of the Spanish Naval Air Arm in 1977. I have had students at the college who helped to develop Harrier tactics before the British Navy had a single plane of the type.

We are proud of our Harrier force flying from the Dedalo and, soon, from the Principe de Asturias. Hoping for a gesture of fairness we would very much like these facts to reach the readers of Navy News. — Staffan Morling, lecturer in English at the Spanish Naval College, Pontevedra.

LETTERS TO THE EDITOR

Help all war widows to a fair deal

WRITING on behalf of a number of war widows — and as an ex-Wren and naval wife — I hope we have the support of naval personnel in our struggle to bring all war widows' pensions up to the same level.

Name Falklands base 'Canopus'

MAY I suggest that the base name for the Falkland Islands should be HMS Canopus, as a tribute to the old battleship of that name, guardship for Port Stanley in the First World War.

Her officers and ship's company (mostly naval reserves) worked night and day building a brick and concrete structure to which they hauled a 12-in. gun.

COALING OPERATIONS

After HM ships Good Hope and Monmouth had been sunk by the enemy, HMS Carnarvon, in which I was a signaller, was part of a naval force which arrived at Port Stanley on December 7, 1914. All ships were coaling throughout the night.

About 0700 next day a force of about five enemy vessels was sighted approaching from the west, but when that Canopus gun opened fire, the enemy turned away at full speed.

From my position at the masthead I had the best view of what happened on that never-to-be-forgotten December 8. — George W. T. Kimbell, Glenfield, Leics.

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I wonder whether many people know that women made war widows before 1978 receive a much smaller pension than the sad widows of the Falklands conflict. Surely our loss is the same and needs similar? — Mrs. M. Gunn, Cannongate, Edinburgh.

In similar vein, the Royal Naval Association has pointed out to its branches that it would now be timely to lobby their local MPs over war widows' pensions.

In his monthly circular, the Association's secretary, Capt. Don Beadle RN (ret.) wrote: "The Council of British Service and Ex-Service Organisations (COBSEO), of which the RNA is a member and on the executive committee, has recently written again to the Dept of Health and Social Security pressing the need to increase the age allowances paid to war widows at the age of 75 and 80."

"At present some 2,000 war widows have to claim supplementary benefit which indicates that their pensions are inadequate. While the age allowance increment would be only a partial improvement, there are indications from other approaches (including those made by the War Widows Association) that the Govern-

ment may find it practical to make such changes in the 1984 Budget (due on March 13).

"The RNA made general representations to the Secretary of State about war widows after the Conference resolution last year, so we have been fully involved in such pressure."

"It would now be timely to lobby individual MPs on the subject and branches may wish to write to their local MP using the information above and adding details of any local cases of war widows in need which they may know about." — Editor.

Last word on that word

PERHAPS a final word on the correspondence relating to fake / flake?

Volume One of the Manual of Seamanship 1937, issued to me when I joined the London Division of the RNVR, states as follows:

Fake — a circle or ring formed by coiling a rope.

Flake — to arrange a rope or hawser in layers so that it will run clear.

To my simple mind it would seem that we are therefore talking of two separate operations. — R. Houghton (ex-

Seaman PO, RNVR), Bexhill-on-Sea, E. Sussex.

There has been so much correspondence received on this topic that the letters have had to be "flaked" (arranged in layers!). The Editor thanks readers for their interest, but must draw the subject to a close before all the customers "flake out."

Navy men in ISM

A LETTER in your December issue from a fellow member of the Institute of Supervisory Management — George Stray, of Derby — interested me.

His view that the Royal Navy is not well represented in the membership of the ISM may well be true in Derby, but it is certainly not evident in the Portsmouth area.

This section is numerically the largest in the world, with 500 members, due, to a large extent, to the moves made some years ago to recruit from senior ranks serving in the Navy's local shore establishments. On average we recruit 60 RN members per year.

Only a small percentage settle in the Portsmouth area, and I hope some of the others "drop anchor" in Derby. — Bob Bowden, Portsmouth and District Section, ISM.

What a Nuisance! —

OUR letters page item in the January edition asking for the identity of a sailor photographed with the famous dog "Just Nuisance" has produced a range of letters and telephone calls.

Mr. G. W. Haddon of South Africa sought the sailor's name so that the information could be used in a "Just Nuisance" room at the Residency Museum of the Simonstown Historical Society.

From Southwick, Sussex, J. Bailey, wrote: "The sailor is my father AB Charles William Bailey. For

a few months he was at the Simonstown base and looked after the dog for a short period.

"My father, who also served in HMS Dunottar Castle, died in 1975, aged 69."

"As soon as I showed the picture to my brother and sister, they instantly recognised their father without reading the story."

Meanwhile, there was a telephone call from Mrs. McArthur, of Thorne, Wakefield, who believes that the sailor shown with the dog was her husband, then AB Donald Duncan McArthur, and who died in 1981.

LETTERS TO THE EDITOR, NAVY NEWS, BARHAM

Jack

BY TUGG



DON'T MISS THE JACK CARTOON BOOK — SEE BACK PAGE

Victorious has a place of honour

Why pick 'London'?

I CAN understand the reasoning behind naming two Type 22 frigates Sheffield and Coventry, but why is one to be named London? What about Ardent and Antelope, also lost in the South Atlantic? What significance has "London" to warrant naming a new ship after the County-class destroyer sold to Pakistan in 1982? — P. Carter (FCSA), Office of the Commander-in-Chief Naval Home Command, Portsmouth.

Doing Bird at Harwich

THE letter about HMS Kingfisher (December) reminded me of her sister ships — Mallard, Sheldrake, Kittiwake, Puffin, Guillemot, Shearwater and Pintail.

In 1941, when I joined the Mallard, they were based at Harwich, with the exception of Pintail, which I think had been lost, and Kingfisher which was elsewhere doing I know not what.

I have many affectionate memories of Harwich in 1941-42 and there must be many others who feel as I do. Perhaps the Harwich branch of the Royal Naval Association would consider a reunion for wartime Harwichites? — David Welsh (lieut.-cdr. RN, reted.), Fiskerton, Lincoln.

I READ with interest (February edition) the letter from Mr. E. Crimp about the present siting of the Battle Honours board of HMS Victorious. With respect, I think he exaggerates just a little.

The board, far from being in a gloomy section of a colonnade, is in a rather prestigious position in a graceful Georgian colonnade immediately alongside the Royal Naval Museum and virtually adjacent to display windows in that colonnade featuring other famous vessels of the Senior Service.

Of course, that quite excellent museum the Fleet Air Arm Museum at Yeovilton, would also be a most fitting place for the Victorious's Battle Honours board.

However, the Royal Naval Museum seeks to show something of the history of the Service as a whole, including the Fleet Air Arm, the Submarine Service and the Royal Marines.

To this end it must retain and display some artefacts associated with those essential elements of the Naval Service although, naturally, not on a scale approaching their own specialist museums. — R. H. Parsons, Director, Royal Naval Museum, Portsmouth (also ex-Victorious!).

First with falcons

WE HAVE just received Navy News for November 1983 (it's always a bit late in New Zealand!), and I feel I must raise an objection to your centre spread, featuring the training of falcons as bird scarers at RN air stations.

Regarding the claim that Lossiemouth was the first, I have to tell you that I served at RAF Leuchars in the early 1950s, and we had falcons then

to keep the runways clear. Jet aircraft and birds do not mix very well, and our peregrines and the goshawk did very well indeed.

I had the pleasure of handling the peregrine female "Souana," but her mate could not abide women, so the Flight Sergeant Falconer always took him up.

The goshawk was a little temperamental (and too big for me!) but one day he took on an albatross, the first one I had seen, and brought it down.

I find the Navy News an excellent paper. I always grab it first, although it is really for my ex-RN husband. So forgive me for cavilling, but I just had to set the record straight.

Good luck to Lossiemouth, but we had 'em first. — (Mrs.) S. Weldon (ex-WRAF), Auckland, New Zealand.

Rachel and the prince

MY THANKS to you for printing my letter (November) about engraved whale teeth.

My special thanks to Mr. W. A. Brawn, of Newport, Gwent, who sent me information about Rachel Pringle, taken from a book called "Barbados."

She was the most famous landlady in the history of Barbados, and obtained £700 from Prince William Henry, the future William IV, for a furniture-smashing frolic which he conducted with the aid of officers from the 49th Regiment. The incident occurred in 1786 when the Prince was serving on board HMS Pegasus.

The landlady, Rachel Pringle Polgreen, whose huge bulk is shown in a caricature painting by Rowlandson, spent the royal

We still don't know

Other names which have been suggested include an AB MacIntyre (believed to have served in HMS Dorsetshire) and AB Ted Curtis (HMS Euryalus).

EX-AB B. Howson, of Blackburn, said, "I had a similar photograph taken with the dog — several of our crew had their pictures taken."

He went on to recollect, "I have seen Nuisance drag blokes from the dance hall and taken them back on board ship."

From Newcastle, ex-commissioned gunner J. G. Mose told how Nuisance would help the shore patrol locate sailors in out-of-the-way places to get

them on the last train back to Simonstown.

"When the last sailor was on the train 'Just Nuisance' would go to his own seat and sleep, but just before arriving at Simonstown he would be running up and down the train barking his head off to wake the sailors."

"It was said of the dog that he loved all sailors in bell bottoms, tolerated officers and hated civilians, especially dockyard mateys."

Thanks to correspondents mentioned and all others who responded to the appeal, including those who wrote direct to Mr. Haddon.

Cutlasses in Cossack? — Cut it out!

A PASSING-OUT parade at HMS Daedalus was reported in Navy News (January) with an "historical" footnote that cutlasses (featured at the parade) were last used in action when HMS Cossack's boarding party stormed the German ship Altmark in a Norwegian fjord in 1940.

Just for the record may I as a member of that party correct the contribution.

We were armed with pistols and rifles and bayonets, officers and ratings, and I can assure you that hopping from a destroyer's foredeck to the quarter taffrail of a tanker with a rifle and "sticker" isn't easy. — R. R. Edwards (ex-CPO, than AB), Waterlooville, Portsmouth.

REGARDING that "historical" note, you might as well have said bows and arrows. No doubt you will have heard from other old Cossacks besides myself.

Incidentally, we took off nearly 300 merchant seamen who has been prisoners on board that German ship. — A. J. Coombes (ex-AB), Portsmouth.

Pressing inquiry

HAVE any of your older readers seen or used the "cricket bat and rolling pin" method of pressing clothing?

At Shotley in 1934 our instructor demonstrated this method to us, probably because we complained that one electric iron was insufficient.

I had never heard of the method since, until on a recent visit to Poland I saw the items on display in two separate museums. — Percy Cullum (aux. officer, RNXS), Worthing, Sussex.

LETTERS EXTRA — PAGE 29

That rings a bell...

MY INQUIRY about HMS Welcome and how the ship's bell came to be at the Sur Naval Training Centre, Oman, produced the solution to the mystery from Albert Tweddle, of Sandwich.

He was serving as a member of the Royal Marines detachment in HMS Loch Insh in February 1959 when the bell of HMS Welcome was presented to the Sultan of Muscat and Oman, by the ship, on behalf of the Admiralty. — J. M. Lane (cdr.), HMS Rooke, Gibraltar.

Hermes book in pipeline

IT IS intended to produce a ship's history of HMS Hermes for publication in the summer of 1984, after she has completed her current essential defect rectification in Devonport Dockyard, and returned to Portsmouth in her new role as harbour training ship.

Any suitable material, photographs, anecdotes or ship commission magazines would be gratefully received. They would of course be returned to owners after use. — Tony Dyson, (lieut.-cdr., RN), Captain's Secretary, HMS Hermes, BFPO Ships.

Spinal Centre needs help

COULD I through Navy News bring to the attention of the Fleet of the new Duke of Cornwall Spinal Treatment Centre here at Odstock Hospital, near Salisbury?

I am the first naval "volunteer," and sad as it may be, I am sure I shall not be the last.

The unit is very modern and well equipped by any standards. However, as anyone who has commissioned a new ship knows, there are always "mods and A and As" required — an all-weather helo pad and multi-gym to name but two.

A trust fund to finance these various requirements has been set up, and any ship or establishment interested in contributing can establish contact through Dr. J. Russell, Consultant to the Duke of Cornwall Spinal Treatment Centre, Odstock Hospital (tel. 0722 336262 ext. 560). — Snowy Clingham (CPOSEA), Odstock Hospital.

Brilliant rescue

REGARDING claims from ships about the largest number of engine orders during one watch, I would refer them to John Winton's book, "The War at Sea 1939-45," in which he described the attempts of HM destroyers Broke and Lincoln to save the ship's company of the armed merchant cruiser HMS Comorin, ablaze in the Atlantic on April 6, 1941.

In appalling weather, with 60-ft. waves, it seemed impossible to get alongside, but the Broke approached the Comorin again and again for survivors to jump on to her fo'c'sle.

By brilliant seamanship, and 685 engine telegraph orders in three hours, 180 of the Comorin's people were saved. Cdr. Scurfield was awarded the OBE (it seemed a poor reward for such a gallant action). — D. C. Green, Sonning, nr Reading, Berks.

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Lindisfarne rededicated

WHEN HMS Lindisfarne rededicated at Rosyth on January 21 after a five-month refit, among the guests were four cadets from Strathallen School Combined Cadet Force, Perthshire, which is affiliated to the offshore patrol vessel.

The cadets joined the parade of the ship's company and were inspected by Capt. Peter Murison, Captain Fishery Protection.

NAVY NEWS IN BRIEF

HMS Collingwood's club has been voted Naafi Club of the Year for the Southern Command. There are 156 clubs in the command.

A dinner will be held in HMS Vernon on May 24 for Boat-swains (SD(B)). Those not notified and wishing to attend should contact Cdr. E. W. Andrew, Deputy Captain of the Port, HM Naval Base, Portsmouth.

A silver model of a Canberra T17 aircraft operated jointly by RN/RAF personnel of 360 Squadron, RAF Wyton, was presented to the Squadron by Sylvania (GTE) Systems Group to mark their close association.

RN Engineering College, Manadon, has said farewell to its Buccaneer aircraft, used as a training aid for air engineering students. The aircraft has been returned to its original home at Lossiemouth where it will occupy a position of honour — as a gate guard at the RAF station.

New president of the Shipwrecked Fishermen and Mariners' Royal Benevolent Society is Admiral of the Fleet Lord Lewin. He was elected following the resignation of the Duke of Norfolk, who had been president since 1977.

A new training block at HMS Dryad has been "topped out" by the Captain of the School of Maritime Operations, Capt. Jock Slater. The building will house classrooms and units already at Dryad, as well as SMO units from HMS Vernon and Fraser Gunnery Range.

Present and prospective members are invited to attend the annual meeting of the Royal Navy (Portsmouth) Motor Cycle Club, to be held in the Clubhouse in Fort Grange, HMS Sultan, on Wednesday March 21 (1930).

Morning Departure, a submarine story originally a stage play in London and later a famous film with John Mills in the cast, is being presented at the Royal Theatre, Northampton, from March 7-31. The theatre say the last time they can trace the play being performed on stage was 25 years ago in Canterbury.

A plaque made of gun metal and mounted on Falklands stone, commemorating those who lost their lives during the Falklands conflict, was presented by HMS Dolphin to the Borough of Gosport for its Falkland Memorial Gardens. A set of 20 smaller plaques to be attached to garden seats bearing the names of those who donated funds for the garden furniture was also presented.

CARIBBEAN

Come on in, the water's lovely! Sailors from HM ships Plymouth and Londonderry sample one of the warm delights of sunny Barbados during a four-day visit by the two ships. From the left, RO Bob White, and MEM(M) Duncan Laing (both Londonderry) and AB Alan Hudson and Wtr Steve Halliman, from the Plymouth.



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LA(PHOT)
PAUL GIBSON

Plymouth a big hit in Grenada

HMS PLYMOUTH proved a highly popular visitor to Grenada last month when the Caribbean island celebrated the tenth anniversary of her independence.

During her two-day stay — the first official call by a Royal Navy ship for almost a decade — she was visited by more than 3,000 people.

Representatives of the frigate were joined at the Independence Day celebrations in Queen's Park, St George's, by the American Secretary of State, Mr. George Shultz.

With the Governor-General, Sir Paul Scoon, and before a crowd of 7,000, they saw a free-fall parachuting display by the 82nd Airborne Division, who were the spearhead of the October action, and a cricket match between HMS Plymouth and a Grenadian team.

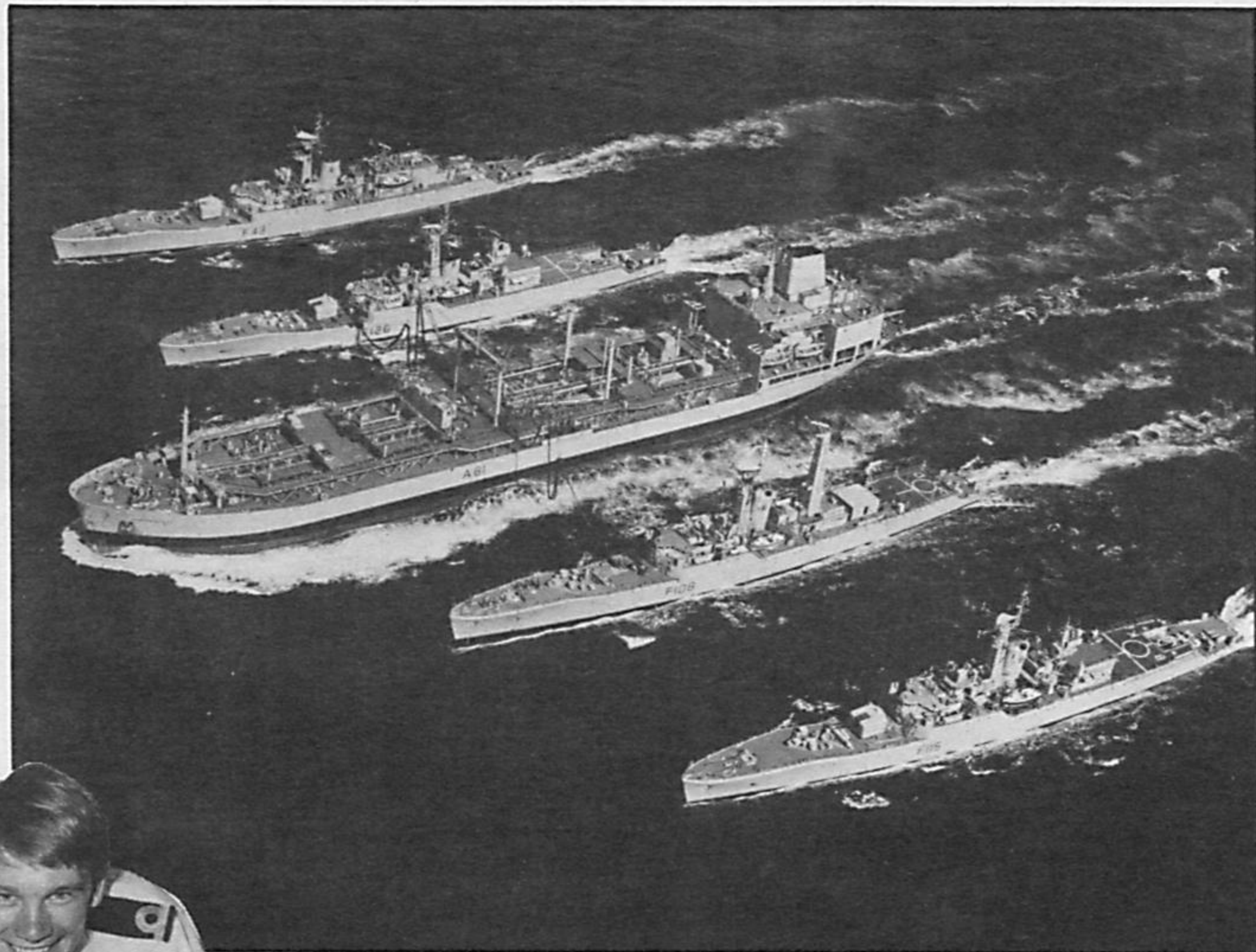
The Scottish-based ship's team was led on to the field by a kilted piper, Lieut. Fergus Gillanders — but despite this intimidation, the local side won by 30 runs!

The Plymouth leads a squadron of four frigates supported by an RFA which took over

Dartmouth Training duties from HMS Fearless while she was engaged in more pressing business.

On the way to Grenada, the Plymouth was joined by HMS Londonderry for a four-day stopover in Barbados. Members of the squadron, which also includes HM ships Berwick and Torquay, were later expected to visit Puerto Rico, Charlestown USA, Virgin Gorda and Bermuda.

All four frigates of the Dartmouth Training Squadron in formation with RFA Brambleleaf, which is conducting a double RAS. From top of picture, HMS Torquay, HMS Plymouth, Brambleleaf, HMS Londonderry and HMS Berwick.



If you've been in the wars, there's nothing like a plate of something sweet and tasty to bring out the smiles. LCA Smith and Sub-Lieut. Greenwood look after two orphans from Saint Lucas Hostel, Grenada, during a children's party on board HMS Plymouth.



HMS Plymouth encounters a spot of roughers as she prepares to come alongside RFA Brambleleaf for a replenishment-at-sea.

NAVY FEAST OF GOLD

NAVY and Royal Marines cooks swept the board in the decorated hams section of the International Hotel and Catering Exhibition at Hotelympia, London.

The challenge trophy and gold medal were won by CPOCK David Scott of the RN Cookery School, Aldershot, the silver medal by Sgt. Alan Starling of the Royal Marines Commando Training Centre Lympstone, and the bronze by Cpl. Stewart Rowe of 45 Commando.

In other sections of the Salon Culinaire, CPOCK Scott won a second gold for his cold turkey, CPOCK T. Spicer of the RN Cookery School, a gold for his fish dish, and a further gold was awarded to CK B. Crossman of HMS Dolphin for his composite salad. In the cold poultry sec-

tion, Sgt. P. Roberts of CTCRM Lympstone won a bronze medal. Several certificates of merit were awarded.

Beaver date

HMS Beaver, the Royal Navy's latest Batch 2 Type 22 frigate, is due to commission at Devonport on August 17. Anyone who served in a previous HMS Beaver is invited to attend the ceremony and should contact the ship c/o Yarrow Shipbuilders Ltd., South Street, Scotstoun, Glasgow G14 0XN.

A model presentation

MEMBERS of the RN Model Aircraft Association manned a small Navy stand on the opening day of the 53rd Model Engineering Exhibition at the Wembley Conference Centre.

The exhibition was opened by Flag Officer Submarines, Rear-Admiral Sir John Woodward, who was presented with a model of the 1898 HMS Hermes, which was later converted to carry seaplanes. Admiral Woodward commanded the Falklands Task Force from the modern HMS Hermes.

The RNMAA entered a 1/9th scale flying model of the RN Historic Flight Swordfish in the exhibition and provided two other models for the stand.

● The RNMAA has 80 members and can be contacted through Lieut.-Cdr. P. C. Suther, Room 3308, Ministry of Defence, Main Building, Whitehall, London SW1A 2HB.



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APPOINTMENTS

Capt. Livesay is next FOST

CAPT. M. H. LIVESAY, Director of Naval Warfare, is to be promoted rear-admiral and to be Flag Officer Sea Training from May 8.

He has commanded HM ships Hubberston and Plymouth, held the dual appointments of Captain Fishery Protection and Captain MCM, and in 1979 took command of the then new carrier HMS Invincible.

Other appointments recently announced include:
Capt. R. T. Newman, Cleopatra in command and as Capt. F7, July 30.
Capt. P. McLaren, Endurance in command, June 12.

Capt. R. P. Warwick, Glamorgan in command, August 21.
Capt. G. V. Buxton, Defiance in command and as CSO(E) to Flag Officer Plymouth, May 8.

Cdr. A. P. Harris, St Vincent March 27 and as CO St Vincent and NLO London.
Lieut-Cdr. R. F. Bryant, Staff officer Solent Division RNR and Alfriston in command, July 23.

Lieut-Cdr. C. G. B. Meatyard, CNSA for Middleton (building) May 22, and in command on commissioning for trials and service.

Lieut. P. A. Palm, Guardian May 2 and in command.

PRINCIPAL CHAPLAIN

THE NAVY'S next Principal Roman Catholic Chaplain is to be the Rev. Ronald Brown. His first appointment in the Service was in 1968 in HMS Raleigh, where he is again serving before taking up his new post in London in August.

His other appointments have included the Far East Fleet; shore posts in HMS Ganges and in the Plymouth, Portsmouth and Rosyth areas; HM ships Intrepid, Tiger and Ark Royal; and, more recently, a deployment to the Falklands in HMS Bristol.

Medical promotions

TWO PROMOTIONS to flag rank and a number of senior appointments have been announced for the Navy's Medical Branch.

Surgeon Commodore G.J. Milton-Thompson is to be promoted and appointed Surgeon Rear-Admiral (Operational Medical Services) in May.

Surg. Capt. T. R. W. Hampton is to be promoted and appointed Surgeon Rear-

Admiral (Support Medical Services) from August.

Other Medical appointments include:
Surg. Capt. J. B. Drinkwater, As DMDG(N) April 20 (in rank of surgeon commodore).

Surg. Capt. R. Radford, RN Hospital Haslar as MOIC, April 3.

Surg. Capt. D. A. Lammiman, RN Hospital Plymouth as MOIC, July 17.

Surg. Capt. R. E. Snow, Institute of Naval Medicine as MOIC, April 3.

Surg. Capt. T. P. Oliver, FO Gibraltar as Staff MO and NMOH April 26 and MOIC RN Hospital Gibraltar.

LONG LIVES THE KING!

SEA KING XV664 of 819 Squadron based at HMS Gannet, Prestwick, has become the first production Westland Sea King to achieve 5,000 flying hours.

The helicopter passed the milestone while on a Search and Rescue mission to aid a civilian diver in distress.

XV664's achievement helped raise the final money needed by Gannet to buy a portable incubator used by local hospitals. Members of the ship's company had raised £1,000, and another £1,000 was donated by representatives of Rolls-Royce, MEL,

Marconi and Westlands at a celebration lunch in honour of the Sea King.

A specially commissioned print of XV664 is available from The Treasurer, HMS Gannet Welfare Fund, Prestwick Airport, Ayrshire, at £1.75 including p&p, unframed, and £13.50 framed.



The Pacific Ocean lives up to its name as HMS Rothesay halts in calm waters for hands to bathe en route to the island of Tonga.



Business as usual for Invincible . . .

IT WAS business as usual for HMS Invincible during her Singapore sojourn. The carrier, whose shaft problems had disrupted her Orient Express programme, underwent maintenance at Singapore Dockyard during January and early February.

Meanwhile her air squadrons were disembarked to RSAF Paya Leba and RSAF Sembawang to carry out continuation flying, some of it with the Royal Singapore Air Force. Between January 17 and 23 the Invincible staged a static display with a Sea Harrier and a Sea King at the Asian Aerospace

exhibition, Changi Airport.

A fortnight before her departure on February 12 she was visited by the Commander-in-Chief Fleet, Admiral Sir William Staveley, who toured the ship and met many officers and men.

While on board he presented the Marsden Trophy to the ship's assistant canteen manager, Mr Mark Panter, in recognition of his excellent contribution to the life of the carrier.

The trophy was donated to

the Invincible by the parents of NA Marsden who was killed in a flight-deck accident the day after the Argentine surrender in the Falkland Islands.

During that war, Mark was one of the first Naafi men to support the British forces ashore. He and the ship's canteen manager, David Highton, landed at Ajax Bay on June 10 where for six weeks in atrocious conditions they spearheaded Naafi's supply operation.

"No matter how busy he is, Mark Panter always has time for

everyone," reads the trophy citation. "He engenders a spirit of togetherness and co-operation between his staff and the ship's company, and this is noticeable by the canteen staff's involvement in whole ship activities and mess life, too."

"Overall Mark Panter has done, and continues to do, more than his share of hard, painstaking work to ensure that his part of HMS Invincible gives as good account of itself as possible."

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The inside story . . . Commander-in-Chief Fleet, Admiral Sir William Staveley, takes the opportunity presented by a Sea Harrier engine change to see what goes on within. His guide in the hangar of HMS Invincible is CPO Michael Dunford.

SOUTH PACIFIC!

Rothesay among paradise islands

WHILE her home base of Rosyth lay under the chill of a Scottish winter, HMS Rothesay was heading into the South Seas paradise of the Polynesian Islands.

After leaving Brisbane, where she spent Christmas and the New Year, the frigate called at Tonga and Fiji in company with the fleet tanker RFA Appleleaf. Both vessels exercised with units of the Royal Fijian Military Forces, including HM Fijian ship Jula, one of the island's three ex-US minesweepers.

At Tonga the Rothesay's ten-man Royal Marines detachment formed a Guard for the Crown Prince.

Earlier in the Orient Express deployment, the detachment demonstrated their powers of endurance to raise £1,700 for a children's hospital. They

undertook a non-stop, 450-mile relay run from Auckland to Wellington in 55 hours.

There were more good works at Brisbane. The Greenies of 3G Mess formed a choir to present concerts at venues all round the city, including the children's hospital and the town centre bandstand where they were accompanied by Salvation Army musicians.

Aurora

In another sponsored journey between Auckland and Wellington, a team from HMS Aurora cycled the distance to raise £440 to be shared between a local charity and the ship's adopted organisation, Beaconsfield Children's Home, Bradford.



What a bear-faced cheek! ... Sailors from the Rothesay take gentle liberties with a friendly koala. The encounter with the animal and its keeper came at the Lone Pine Koala Park, Brisbane, and involved AB Andy Anderson, CA Colin Anderson, POSTD Mark Harvey and MEM Joe Atherton.



It's stand easy on the fo'c'sle for STD Jim Milne (left) and MEM Joe Atherton, playing escort to the leggy model Ashley, who features on our front page.



Where shall we go in Devonport ... ? Not Devonport UK, but Devonport NZ — Auckland naval base. Here Rothesay men POCK John Thow, Mne Matt Stow, WEM Vic Hurst, MEM Curran, AB Sandy Jardine and LSTD Brian Mearns, get their bearings in the town park.

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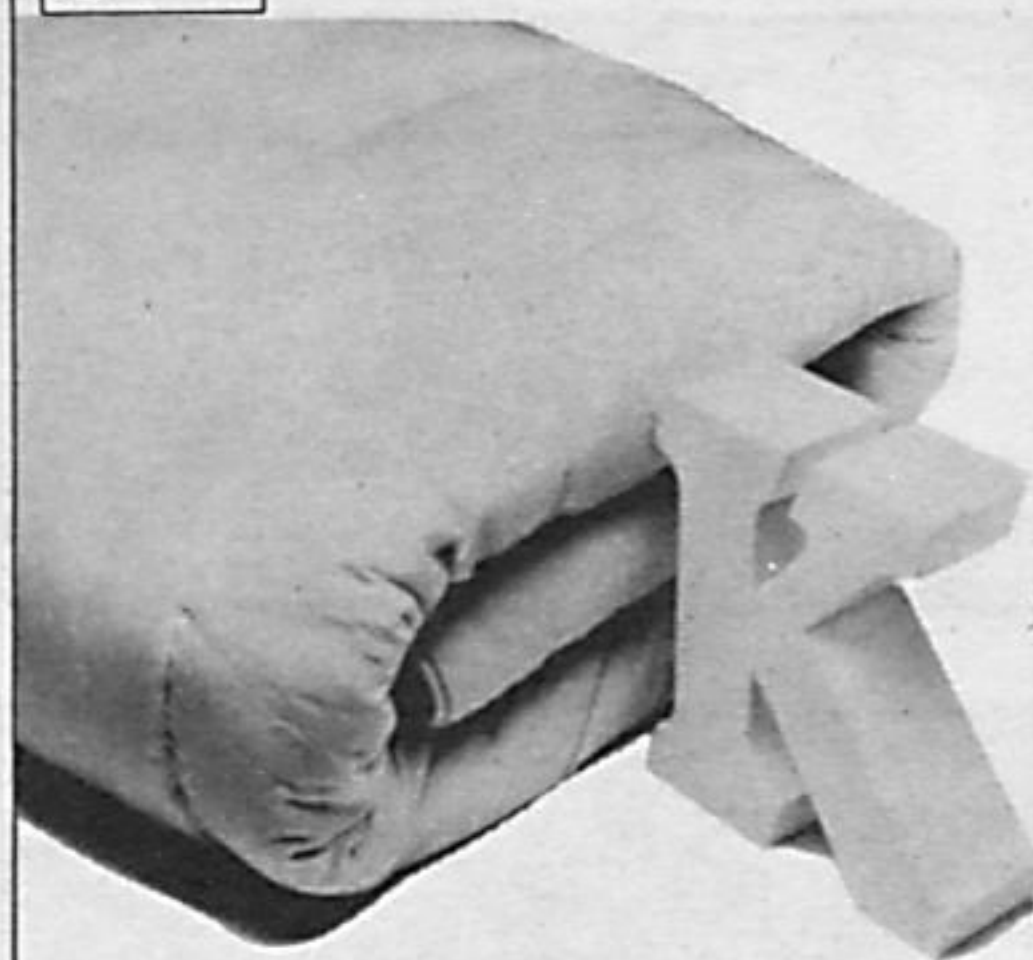
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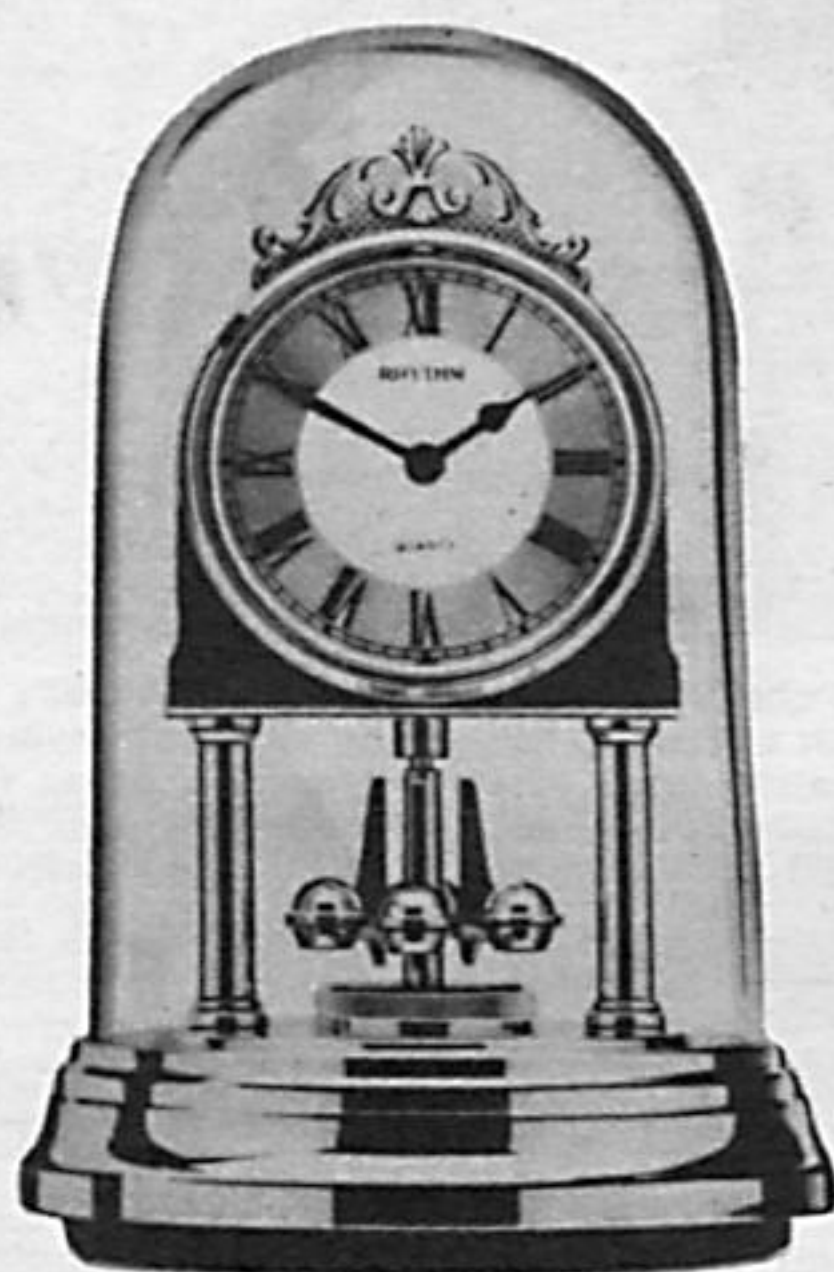
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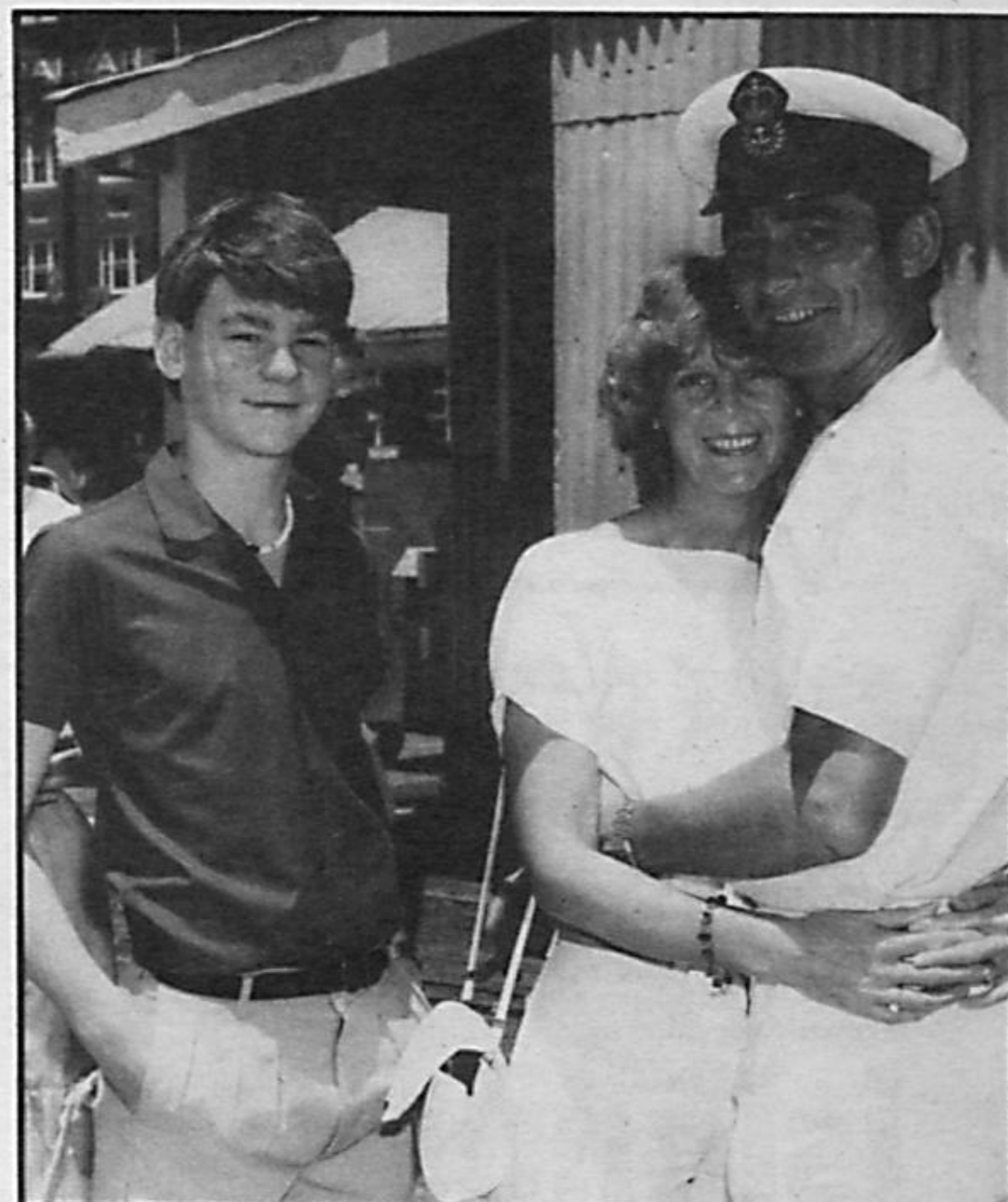
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KAYS
OF WORCESTER

Warm reunion Down Under

A FAMILY get-together in the warmth of Brisbane was a great way for the Breslin family from Guisborough to celebrate CMEM(M) Michael Breslin's award of the BEM in the New Year Honours List.

Chief Breslin is serving in HMS Rothesay, on deployment to the Far East, and his wife Elizabeth Ann joined him for a holiday away from the wintry chill of the North East. In the picture too is son Gary (15). They have another son, Darren (13).



More schools give boarding fees discount

THE Independent Schools Information Service (ISIS) says that an increasing number of independent schools are helping Service parents bridge the gap between the Boarding School Allowance and school fees.

Just published is an up-to-date list of schools which give discounts for Service families. It is available from ISIS at 56 Buckingham Gate, London, SW1E 6AG (telephone 01-630 8793/4).

PERCENTAGE

In a Commons written reply it was stated that the percentage of families, where the father was non-commissioned, sending their children to independent boarding schools was on the increase. The numbers went up from 20 per cent five years ago

to 25 per cent in the school year 1982-83.

Last year the Government spent more than £57 million in boarding school allowances for children from Service families to be educated at independent schools in the UK.

● The time scale for Boarding School Allowance claims by naval personnel has now been amended. Revised deadlines by which Forms C80 must reach HMS Centurion are: Autumn term, August 1; spring term, December 1. Summer term deadline was March 1.

Friendly gift

A SPECIAL bed has been presented by its League of Friends to RN Hospital Plymouth, which is used by many members of the naval community.

This new piece of equipment, a Mecanoids net bed, was officially handed over to the Medical Officer in Charge (Surg. Capt Trevor Hampton) by the chairwoman of the league (Mrs. Nora Young), left in picture. On the right is ward sister, Senior Nursing Officer Cindy Paver.

The bed, for non-mobile patients, helps prevent development of pressure sores.

The hospital's League of Friends is a registered charity founded a year ago and has already raised nearly £2,000 for equipment for the hospital. At present it is raising money to buy a Hawkesley Ripple Heat bed for the operating theatre.



Just what the doctor ordered ...

ACCESS to a chemist is an important and valued facility for all communities, none more so than those with large populations of young children — for example, married quarters estates.

This month brings hopeful news on this topic in differing ways and from two areas — from the Rowner estate at Gosport and from Plymouth, where an interesting bit of self-help is under way.

At Gosport there is a possibility that the big Rowner complex may at last get its own pharmacy. Interest has been shown by a chemist in one of the shops now empty in the main precinct.

For many years efforts to get a dispensing chemist established at Rowner have failed for one reason or another. Navy wives, with babies and toddlers, have had to make their way a mile or more to reach the nearest pharmacy, even though there are four doctors in their local precinct surgery.

For a while the estate had a "drug store" but this could not dispense prescriptions.

When, as long ago as 1969, views were sounded over which shops were wanted in the precinct, virtually all the 300 people consulted put a pharmacy at the top of their list. In another survey last year 90 per cent of residents asked still thought a pharmacy top priority.

Service

Now they are waiting to see if something comes of latest moves in which MOD is involved.

Meanwhile in the Plymouth area a prescription collection and delivery service has started for the community in the village of Tamerton Foliot, which has a married quarters estate of about 400 properties.

Some six miles from the city centre, it is on a bus route but the service has been cut. Nearest chemist on the bus route is at least an hour's travelling time for the return journey.

The estimate, it is understood, is that it would cost about £35,000 to set up a chemist in such an outlying village and the catchment area would mean this investment would not be viable.

Volunteers

So, with mothers sometimes unable to leave sick children to travel to a chemist, families got together with the aim of setting up a basic prescription collection and delivery service. A committee was formed and the service was launched by volunteers a few weeks ago.

Explained committee repre-

sentative Mrs. J. Lee, "The service is operated by leaving the prescriptions with the receptionist at the doctor's in the village. These are then collected by the chemist, who returns the medicines at a regular time to the Naval Families' Advice Centre, where it can be collected."

Positive

"The service is free and the medicines are distributed at the centre by a rota of volunteers."

To meet costs like stationery, the organizers held a fund-raising event rather than make a

nominal charge for use of the service.

There has already been a positive response, it is reported.

"Obviously it takes people time to change their habits," said Mrs. Lee, "but we are confident and determined that it will be a success — and that eventually we can prove that a chemist in the village would be used and therefore would be financially viable."

Perhaps the scheme will inspire other naval communities in similar circumstances to look into whether it would be possible and useful in their localities.



Picture: LA(Phot) Ian Wrightson.

Bahrain greeting

HMS Brazen's visit to the Middle East provided occasion for at least one family reunion. RO Neil Tucker, serving in the frigate, transferred to HMS Glamorgan and, in Bahrain, was able to meet his father, Mr. Fred Tucker, for the first time in two years. His sister Karen was also there for the reunion.

SHORTER WAIT FOR QUARTERS

LATEST married quarters figures for the port areas show that since details were sent to ships and establishments last May, overall waiting times have been reduced at Rosyth, Faslane and Portsmouth.

While waiting times can vary considerably, it should also be remembered that applicants specifying particular estates, or people with pets, should expect to wait longer than those prepared to accept MQs anywhere in a port area.

INCREASED

Unfurnished quarters, for which generally longer waiting times occur, have been increased by 140 in the past nine months — 86 of these at Plymouth.

At Rosyth a new build of 125 ratings' MQs and 25 for officers has been approved for completion in 1986.

Date for the diary

THE 35th annual SSAFA air display will take place on Sunday June 10 at RAF Church Fenton, near Tadcaster, Yorkshire.

Last year more than 50 aircraft of 30 types featured in the programme and this year's show is expected to be even bigger. The Royal Danish Air Force are taking part and mid-sky manoeuvres by the Royal Marines free-fall parachute display team will be another attraction.



Prince Michael in school visit

Prince Michael of Kent is president of the Royal Patriotic Fund, which helps sponsor five pupils at the Navy's own school, the Royal Hospital School, in Suffolk. He toured the school in this capacity, and here is seen carrying out an inspection. The Prince showed much interest in photographs taken when his father, the then Duke of Kent, visited the school in 1937.

Picture: R. M. Edwards

MOTHERS' THANKS

THE following letter of thanks has been received from Mrs. Mary Dungey, writing from Wellingborough, Northants:

"May I please through Navy News thank all the people responsible for getting my son home when his father died on November 1 last year.

"My son was on his way to the South Atlantic aboard HMS Fife, and was got home within 24 hours. It was a great help and comfort to have him

with us at that time."

Sincere thanks of a different kind have come from another reader. From Port Talbot, West Glamorgan, Mrs. N. V. Davis writes about the swift delivery of mail from her son when overseas.

"My son is at present serving in HMS Illustrious and so far every letter from him has been delivered within five days of writing. Will all concerned in the arrangements please accept my congratulations and sincere thanks."

Navy News

No. 356 30th year

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Ambuscade changes the guard

HMS AMBUSCADE returned to Devonport on February 17 after three months away from home. She had been enjoying a spell in the sunny Caribbean as the West Indies guardship.

The Type 21 frigate left Plymouth on November 21 to relieve HMS Antrim, which had been on station during the crisis in Grenada.

The Ambuscade in her turn handed over guardship duties to HMS Birmingham, then spent a week as guardship at Gibraltar before completing her passage home.

While she has been away, the Ambuscade has visited Bermu-

da, Belize, Vera Cruz in Mexico, St Petersburg in Florida over Christmas and the New Year, the Bahamas, Puerto Rico and Anguilla.

At St Petersburg the commanding officer, Cdr. Tony Bolingbroke, was invited to represent his country at the annual Useppa Island croquet tournament. Much to his surprise, he won.

The ship's rugby team covered itself in glory during a

week-end break in the Bahamas, beating a strong Freeport RFC team 24-0. According to Mr. John Lambert, who has been organising RN ships' sport in Freeport for nearly 20 years, the Ambuscade was one of only four out of 110

visiting ships to defeat the Freeport club, and the only one not to concede a point.

Members of the ship's internal security platoon spent two days in the Belize jungle with the Gurkhas, and at Punta Gorda in southern Belize the

ship gave a firepower demonstration for government officials.

Later the Ambuscade spent two days anchored off Belize City and was visited by the Prime Minister, Mr. George Price.



HMS Ambuscade pictured as she left Plymouth in November.

AVENGER TO THE RESCUE

THE SERIOUS business of an inter-mess deck hockey competition on board HMS Avenger had to be interrupted in mid-Atlantic when the frigate received a request for help.

She was asked by a passing East German merchantman, the mv Heinrich Heine, to give immediate medical assistance to a crewman suffering from suspected appendicitis.

Surgeon Lieut. Patrick Craig-McFeely and LMA Paul Smith were subjected to a bumpy ride in the ship's Gemini in order to examine the patient. They diagnosed a mild case of appendicitis and administered the necessary antibiotics to get him safely to the Heinrich Heine's next port of call.

All in all it was an eventful day for a ship in mid-ocean, because a few hours earlier the Avenger had rendezvoused with HMS Ambuscade, then returning home from a spell of duty as West Indies guardship.

Did they have old scores to settle?

WAS that for artistic impression or technical merit? When Lieut.-Cdr. David Howells, former first lieutenant of HMS Naiad, brought his new command, HMS Anglesey, into Devonport he found a jury from his old ship waiting on the jetty to give their views on his first alongside. It is understood that Lieut.-Cdr. Howells marked the jury's card rather lower!

From left to right are Lieut.-Cdr. David Howells, CPO David Tinker (Chief Bosun's mate), Lieut. Jed Forster, MAA Jock Nelson, CPO Shiner Wright, Lieut.-Cdr. Dave Freeman, Cdr. Bill Hutchison.



Otus off to Oggie-land

Lieut.-Cdr. Sandy Powell, commanding officer of HMS Otus, got a taste of things to come when the patrol submarine paid off in HMS Dolphin. He was presented with a giant oggie to mark the beginning of a two-year refit for the Otus in Devonport.

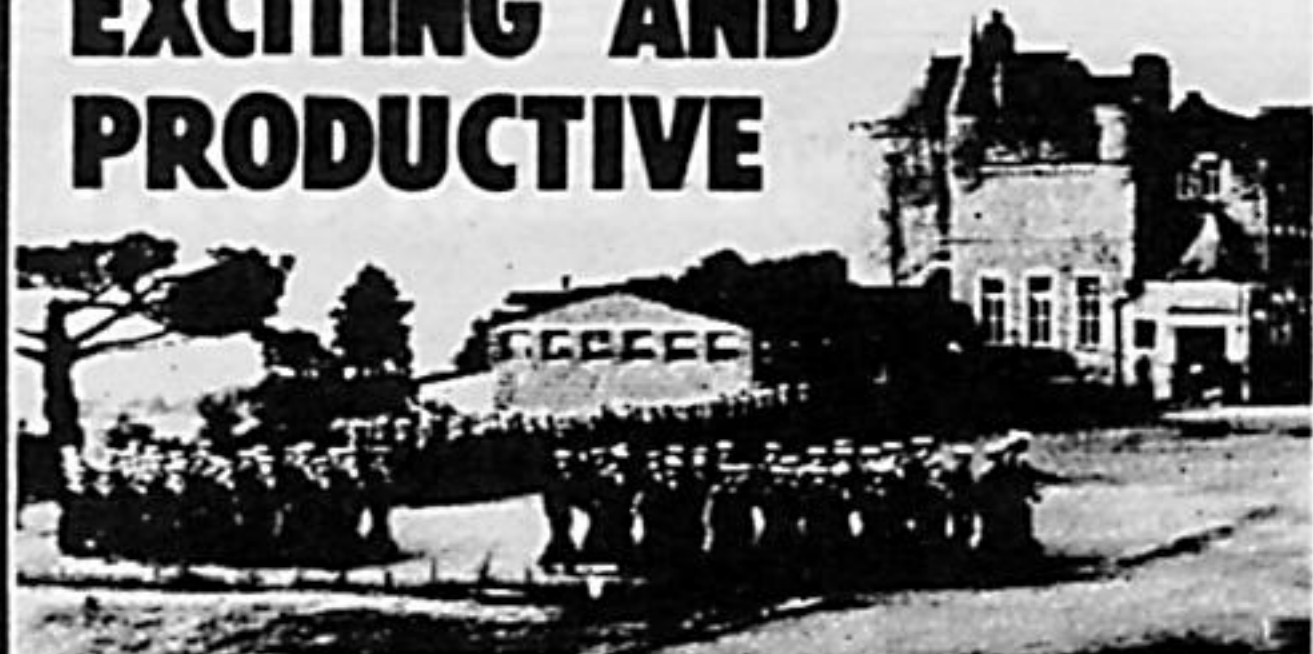
The farewell was organised by the

ship's company of the First Submarine Squadron and HMS Dolphin. Our picture shows Lieut.-Cdr. Powell receiving his oggie from FCPO John "Worzel" Loveder, while Third Officer Kate Gordon (left) and POWren Jacquie Land add a dash of West Country milkmaid glamour.

Picture: HMS Dolphin Photographic Section.



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Many boys proceed to the Services or Merchant Navy although the development of character and self-reliance is equally suited to civilian life. One year at the school qualifies for remission of six months sea service for M.N. certificates. Application should be made as soon as possible for boys of good health and character for entry at 13, 14, or 15 years.



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★ Royal Tournament

THE 1984 Royal Tournament takes place at Earls Court from July 11 to 28. There will be no Sunday performances. Details concerning accommodation and messing, pay and allowances, travelling and insurance are announced.

DCI (RN) 42/84

★ Osprey award

CPOAEA(WE) M. L. D. Denham of 829 Squadron has been awarded the Ferranti Cheadle Heath Trophy for 1982. The trophy is presented annually to the most outstanding Flight Senior Maintenance Rating completing training in Osprey.

DCI (RN) 43/84

★ History Prize

WINNING entries in the 1984 Naval History Prize competition will earn their authors top prizes of £200. The subject, book list and rules are announced.

DCI (RN) 44/84

★ Invalid SYPC

SERVICES Yacht Proficiency Certificates will no longer be valid within the Services after August 1. Personnel who have not already exchanged their SYPCs for an equivalent Royal Yacht Association certificate have until that date to do so.

DCI (RN) J 52/84

STABLES



"Notified your Next of Kin, have you?"

★ Horses courses

RIDING courses at mounted units in the UK may be attended by all ranks from all three services. In the Royal Navy, beginners should contact the HMS Dryad Saddle Club.

DCI (RN) J 26/84

★ Rolls Royce Trophy

ALL uniformed units of the Fleet Air Arm are now eligible for the

Rolls Royce Ltd engineering Efficiency Trophy, which was previously confined to squadrons and flights.

DCI (RN) 14/84

★ Sultan's ACC changes

CHANGES are announced to the HMS Sultan artificer candidate course (ACC), implementing recommendations of the artificer/mechanician working party.

DCI (RN) 16/84

★ Stromness sold to USA

RFA Stromness has been sold to the United States Military Sealift Command (MSC) at Bayonne, New York. Her new name will be USNS Saturn.

DCI (RN) 32/84

★ Chess

THE 1984 RN chess championships will be held in HMS Dryad from March 15-19. Entry forms may be obtained from Lieut.-Cdr. I. C. Schreiber, Wardroom, HMS Dryad. (Announcement dated February 3).

★ Hang gliding

ANYONE interested in the exciting sport of flying like a bird may like to know that the Joint

Service Hang Gliding Centre trains service men and women from beginner stage to instructor level.

An official announcement gives the course dates and the application arrangements.

DCI (RN) J 30/84



"Scalpel ... sorry ... Pusser's dirk ...!"

★ Ops Branch explanation

AN official statement on "Operations Branch - Future Seamanship Training and Manning" is in amplification of last year's announcement, and explains the two levels of entry into the Seaman sub-branch during the interim period.

An explanation is given of the procedure to be followed if a rating accepted for transfer to the Seaman sub-branch reaches the top of the roster for advancement to petty officer in his source branch or sub-branch.

DCI (RN) 36/84

A Sea King helicopter of the 814 Naval Air Squadron hovers over the Statue of Liberty during HMS Illustrious's visit to New York.

LIBERTY MEN

Illustrious given a sky-high welcome

SUB-ZERO temperatures could do little to chill the warmth of New York's welcome for HMS Illustrious when the carrier visited the city in February.

As the ship steamed past the Statue of Liberty and the spectacular scenery of downtown Manhattan, she was greeted by an impressive display from an escorting fireboat.

For Illustrious's commanding officer, Capt. John Kerr, it was familiar territory. Three years ago he was in command of HMS Birmingham when she visited New York, berthing at the same pier as that used by the carrier.

Her six-day stay, from February 3 to 9, brought an almost overwhelming choice of activities, including personal offers of hospitality from New Yorkers, sightseeing tours, skiing, skating, sports fixtures and excursions into Manhattan's vibrant night life.

There were many ship tours, a children's party on board and receptions ashore and in the carrier. Among those who visited the ship was the famous New York Jets football team, who took on an Illustrious team at basketball — the professional sportsmen winning 62-54.



HMS Illustrious steams past the towering skyline of New York for a warm welcome from the "isle of joy".

Abe who? ... Oh, *****!!

YOU have to be up very early in the morning to catch out HMS Euryalus when it comes to honouring national days — including those of other nations.

The Euryalus, currently Britain's contribution to the Standing Naval Force Atlantic, puzzled STANAVFORLANT's American flagship by wearing the Stars and Stripes at the

masthead while in Brest on February 12.

Duty officer of the USS O'Bannon telephoned the British frigate to satisfy their curiosity over the strange behaviour. When he was told that the US flag was being worn in honour of Lincoln's birthday, there was a stunned silence followed by an expletive...

Shortly after, the Stars and Stripes appeared at the American's masthead, too.

HMS Euryalus relieved HMS Glasgow in the NATO squadron at the beginning of January and, after a maintenance and shake-down period, steamed from Devonport on January 22 to rendezvous with the other four ships of the force at Lisbon.

The ship ran into some extremely rough weather on the way, but arrived unscathed to join USS O'Bannon, HMCS Annapolis, FGS Hamburg, and

HNIMS Kortenaer. The Norwegian frigate Trondheim arrived two days later.

Gloriously sunny weather greeted the ships, and the first two days of the visit were taken up with meetings and briefings at all levels.

The Euryalus staged the official Force reception on the first night, hosted by the Commodore STANAVFORLANT, Capt. Streeter, USN. He was met by a Colour Guard, each ship providing its national flag.

MINI-OLYMPIAD

A Sunset Ceremony brought the reception to a close, with the bugle sounded by Fusilier Mooney, on loan from the 1st Battalion of the Euryalus's affiliated regiment, the Royal Regiment of Fusiliers.

Coach trips to local places of interest were organised, and two sporting fixtures were completed against the NATO Iberian Atlantic Command. LPT Terry Hearman (2nd) and Lieut. Nick Tusting (4th) were the best-placed Euryalus athletes in a 3½-mile run, while the CPO's Mess deck hockey team scored a fine 5-3 win to help the Force win a mini-Olympiad.

FROGMEN

The Force sailed at the end of January for a busy work-up involving ships, submarines, aircraft and frogmen of the Portuguese navy, followed by exercises against French submarines and aircraft before the Brest visit began on February 9.

Next port of call for the squadron was Den Helder in the Netherlands, where a self-maintenance period was undertaken between February 15 and 22.



HMS Euryalus ahead of HMCS Annapolis, HNMS Trondheim and HNIMS Kortenaer during exercises with the Standing Naval Force Atlantic.

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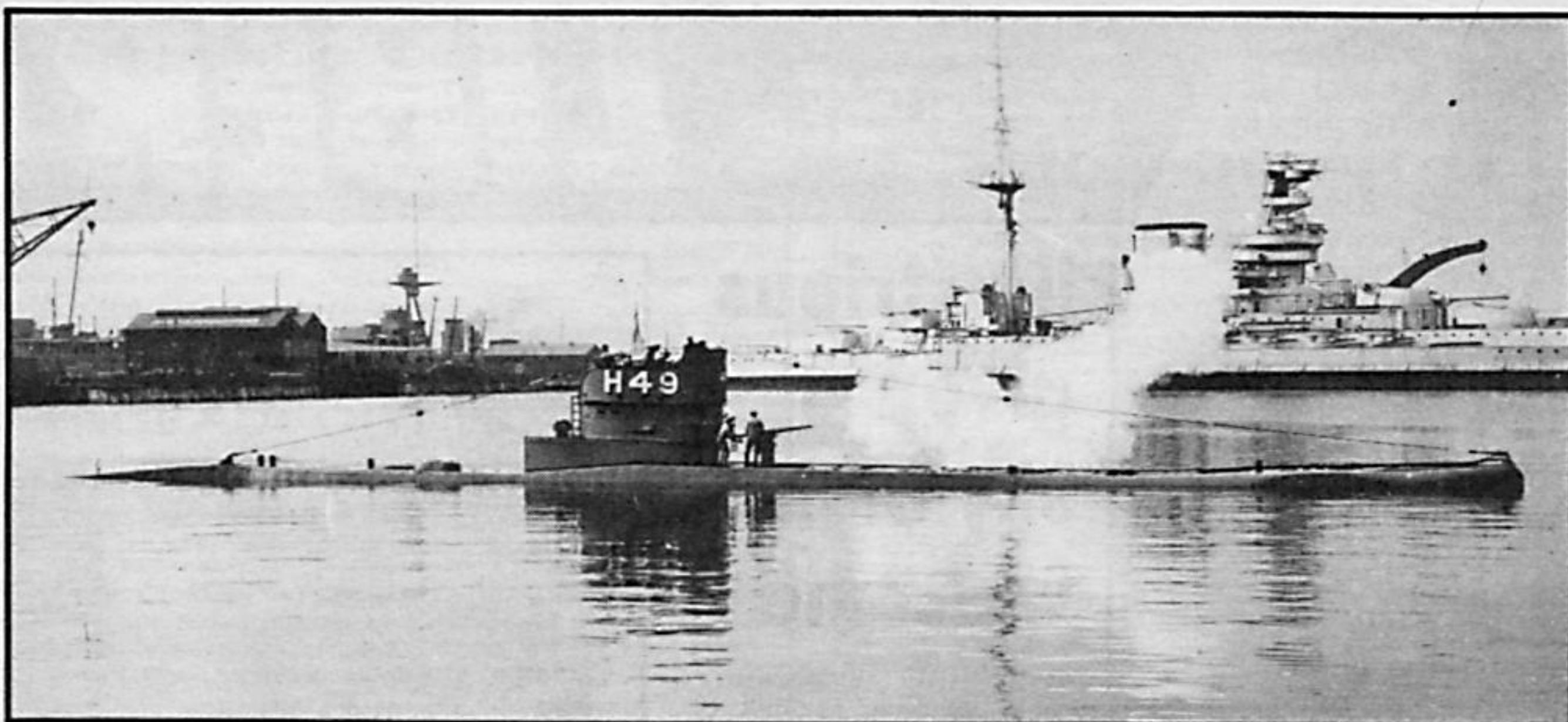
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Divers find 'death lottery' submarine



Submarine H 49 rehearsing for Portsmouth Navy Week in 1937. In the background is HMS Queen Elizabeth.

GERMAN anti-submarine trawlers hunting a British H-class boat off the Dutch coast suddenly saw "a brown object" leap out of the water and found it was a man — the sole survivor — with a remarkable Second World War escape story.

From that day, October 18 1940, nothing more was heard of the wreck of submarine H 49 until a letter was received by Navy News from Holland. Hans Eelman wrote that while on a diving expedition he and two companions had located the wreck west of Texel Island in about 27 metres of water.

The submarine's sole survivor, Leading Stoker George Oliver, not only lived to tell the tale but his escape was even more strange because while the stricken H 49 lay crippled on the seabed, so

one story goes, he took part in a "death lottery" — and lost.

The H 49 had been commanded by Lieut. M. A. Langley, but he had been appointed to command the S-class submarine Swordfish (the wreck of which was recently found to clear up the mystery of her fate).

First patrol

So the H 49 had a new commanding officer, 28-year-old Lieut. Richard Evelyn Coltart, DSC. She was a submarine of 410 tons and carried a crew of 27.

In the early hours of October 17 1940 Lieut. Coltart took the H 49 to sea on his first patrol in the vessel, leaving Harwich for the Dutch coast, where the next afternoon the H 49's instruments

could detect no ships in the vicinity, and Lieut. Coltart surfaced in a thick mist.

Within seconds, three German anti-submarine trawlers loomed up only a few thousand yards away. The H 49 crash-dived and the chase was on.

Depth charges rocked the submarine. All lights went out, the main motors stopped, and the boat, out of control, struck the sea bed and lay on her side.

However, lights were restored and for an hour the crew struggled to regain control of the boat, only to hear once again the dreaded tapping of Asdic beams on the hull.

More depth charges crashed down, putting out the lights again and inflicting further damage. The crew were under intense air pressure.

Pale green

In George Oliver's compartment there were seven men and only six life-saving sets. Lots were drawn and Oliver was the "unlucky" one. That was how, later, a fellow PoW of Oliver recalled him as describing it.

Another version, recorded in a magazine article just after the war, was that Oliver was with three shipmates and passed sets to his two companions, leaving none for himself.

In the darkness and frightful conditions he was only dimly aware of what was going on. Then, emerging from a period of unconsciousness, he thought he saw immediately above him "a circular light of pale green."

He felt himself lifted towards it by air pressure and the next moment he was shooting through the engine-room hatch after it had, apparently, been blown open by the last series of depth charges.

He shot to the surface, floundering in a mass of oil, then lost consciousness again.

Senior Lieutenant Wolfgang Kaden, commander of the German anti-submarine trawler UJ 116, lowered a boat and picked up Oliver, who revived, and was sent to a prisoner-of-war camp.

The Germans gained the impression that their depth charges had torn open the side of the H 49 and that Oliver had been sucked out of the wreck.

He spent the war in prison camps, but his story

TRAGIC STORY OF H 49

did not have a happy ending. On his return he was promoted to petty officer and later visited families of men lost in the H 49. But soon afterwards he was killed in a car accident.

Senior Lieutenant Kaden died in 1942 when a ship which he was aboard struck a mine in the Arctic.

The letter to Navy News from the Dutch divers explains that the wreck now consists of 24m. aft of the conning tower and 12m. forward of it. They wondered if there was any possibility of future salvage.

When Navy News contacted officials at the Royal Navy Submarine Museum at Gosport they were most interested to hear of the discovery — the first news they had heard of the wreck of the submarine.

Family sought

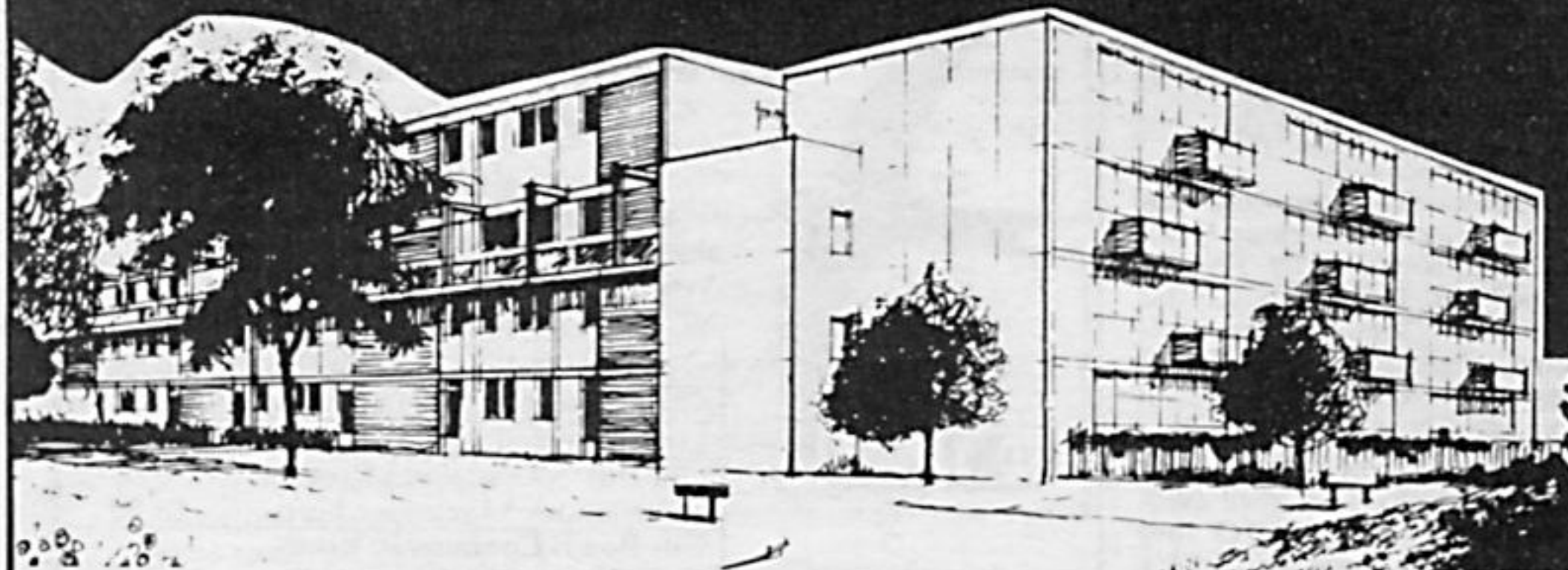
However they pointed out that the wreck would be regarded as a war grave and unlikely to be touched, unless it was considered an obstruction. Even then, any suggestion of removal would have to be discussed at high level by both the British and Dutch authorities.

Mr. Gus Britton, of the Submarine Museum, said that George Oliver came from Hartlepool, and they would like to contact his family to see if they had any letters or photographs which could add to the museum's information about the H 49.

Indeed, the museum would always be grateful to have letters, photographs, or medals of interest to the Submarine Service. The prize which up to now has eluded them is a photograph of prestigious submarine HMS Upholder.

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SMALL SHIP BASE PORTS

FOLLOWING publication some months ago of the base ports list for the Navy's major surface warships, now given below are the base ports for submarines and smaller surface vessels. It should be remembered that this information, published for guidance, is liable to change.

Key: D — Devonport, R — Rosyth, P — Portsmouth, F — Faslane, NI — N. Ireland, HK — Hong Kong.

Abdiel R	Courageous F	Jersey R	Orpheus P	Starling HK
Alderney R	Crichton R	Kingfisher R	Osiris P	Stubbington R
Alert NI	Cygnets R	Kirkliston P	Otter P	Superb D
Anglesey R	Dulverton R	Leeds Castle R	Otus P	Swallow HK
Atherstone R	Dumbarton R	Ledbury R	Peacock HK	Swift HK
Beachampton HK	Echo D	Lindisfarne R	Peterel D	Switsure D
Beagle D	Egeria D	Maxton R	Plover HK	Tireless D
Bicester R	Enterprise D	Middleton R	Pollington R	Torbay D
Bickington R	Fawn D	Monkton HK	Renown F	Trafalgar D
Bildeston R	Fox D	Nurton P	Repulse F	Turbulent D
Bossington P	Gavinton R	Oberon P	Resolution F	Upton R
Brecon R	Guernsey R	Ocelot F	Revenge F	Valiant F
Brinton R	Hecate D	Odin P	Roebuck D	Vigilant NI
Brocklesby R	Hecla D	Olympus P	Sandpiper D	Wakeful F
Bronington P	Herald D	Onslaught P	Sceptre D	Walkerton R
Bulldog D	Hubberston P	Onyx P	Sealion P	Walrus P
Cattistock R	Hurworth R	Opportunity P	Sheraton R	Warspite F
Challenger P	Hydra D	Orkney R	Shetland R	Wilton P
(R in 1986)	Iveston P		Soberton R	Wolverton HK
Chiddingfold R			Sovereign D	
Churchill F			Splendid D	
Conqueror F				
Cottesmore R				

PEOPLE IN THE NEWS

At the age of 101 ...

Billy's still enjoying his neaters

OUR story on the Royal Navy's oldest pensioner, 103-year-old Mr. Thomas "Blacky" Wilkinson (January edition, Page 18), has prompted news of two other extremely ancient mariners.

In order of seniority, they are 101-year-old Mr. Billy Mills of Birmingham, and 100-year-old Mr. David Graves of Trowbridge.

Mr. Mills is still fit enough to enjoy the occasional pint at the Birmingham Nautical Club, and relishes the odd tot of 100 proof rum. He joined the Royal Navy in 1899 (two years after Mr. Wilkinson), and served several engagements before he was finally demobbed in 1921 (the same year Blacky Wilkinson retired on pension).

The year 1899 must have been a vintage one, because it was then that Mr. Graves also joined up. He served through the First World War and retired in 1919. Although blind and deaf, Mr. Graves still enjoys a daily walk.

Down at the Wheatsheaf ...

Still on the subject of Royal Navy "old boys" (although not, we hasten to add, in the same league as our three centenarians!), we hear that Mine Host Jerry King's pub, The Wheatsheaf Inn at Plummers Plain, near Horsham, Sussex, has received a "best kept cellar" award from brewers King and Barnes Ltd.

Jerry is a former Navy Seahawk pilot, his wife Gay (nee Tours) was a Wren, and his daughter, LWren Georgina King, is the dental hygienist at RN air station Cudroose. Son Nigel has qualified as a doctor and wants to join the RNR.

The Fleet Air Arm Officers Association holds its First of the Month meetings in the Wheatsheaf, and three of Jerry's



Second Officer Sally Thorburn takes a fix.

former commanding officers, all retired, pop in from time to time — Cdr. Boot Nethersole (801 Squadron), Cdr. Jeff Perkins (804 Squadron) and Lieut.-Cdr. Bob Hallam (728 Squadron, then based in Malta).

Another visitor is Rear-Admiral David Kirke, who with Lieut.-Cdr. Seaford Grant RN (ret.), founded the airship company Airship Industries.

Top of the Rock

Lieut. Dick Ayres had a special reason for visiting the famous Ayres Rock while HMS Invincible was "Down Under." The rock is named after Sir Henry Ayres, premier of South Australia in 1872, and Dick is

the great, great grandson of Sir Henry's brother. Apparently Dick's illustrious ancestor never actually saw the rock which bears his name.

Exped. in good spirit

Lieut. Paul Flint introduced Army and Royal Air Force colleagues to the naval "Up Spirits" tradition to celebrate the safe arrival in January of the first party of the Joint Services expedition to Brabant Island.

Paul and his colleagues are all members of the second summer party destined for Brabant, and were "warming up" for Antarctica with a training stint in the Cairngorms. Their timing could hardly have been



Marshall marshals Marshalls

The MARSHALLS are here ... well, in Cudroose anyway! All three are serving together for the first time, and with one of them guiding a Wessex V containing the other two to a simulated deck landing at the air station, it was a case of one Marshall marshalling the Marshalls!

Our picture shows pilot Sub-Lieut. ANDY Marshall in the cockpit of the 845 Squadron Wessex, PO DAVE Marshall beside him, and (below) PO RICHARD Marshall, who had "handled" the aircraft from the ground.

Picture: CPO(Phot) Paul Cowpe.



Lieut. Dick Ayres on the top of Ayres Rock.

Sandy's A1 at his job

Lieut. Sandy Mathieson has received a rather special piece of paper from the commanding officer of RN air station Cudroose, Capt. Jim Flindell. It is the document which certifies Sandy as an A1 flying instructor, the highest possible grade of flying ability that a naval instructor can achieve, and a level attained by just four other RN personnel currently serving.

One of the four is Lieut.-Cdr. Trevor Lockwood, commanding officer of 705 Squadron which is also based at Cudroose.

Image maker

The John Player Trophy, awarded every year to the officer or rating who contributes most to the ceremonial image of the Royal Navy, has been presented to CPO(OPS)(M) Richard Meades of HMS Excellent.

CPO Meades became Chief of Parades in December 1982 and was behind the very high standards displayed by the Royal Guard for the Queen at the unveiling of the Mountbatten statue on Foreign Office Green, London, and by the RN contingent at Remembrance Day ceremonies in London.

better, with the Cairngorms knee deep in snow and blizzards.

Photographer in the second summer party is LA(Phot) Tim Hall of HMS Daedalus.

Tailor honoured

Mr. Dennis Cooper joined HMS Victory (now HMS Nelson) straight from the Tailors' College in Alton on January 9, 1942, to meet wartime demands. His work now covers all naval establishments in Gosport and Portsmouth, all Portsmouth-based ships and MOD Police. In addition, he makes uniforms for 1,500 local cadets and provides a fast service for RN Detention Quarters. In 42 years he has taken sick leave (because of an accident) just once.

The tens of thousands of men who have had cause to be grateful for Mr. Cooper's expertise will be interested to learn that he was awarded the British Empire Medal in the New Year's Honours.

Jo steers true course

Third Officer Jo Keenan took advantage of the Royal Navy-Merchant Navy liaison scheme by sailing to Ascension Island from Falmouth in the P & O liner ss Uganda, now doing service as a troopship between Ascension and the Falklands.

During the two-week voyage in December, Jo obtained the Department of Trade Steering Certificate, and was described by the Uganda's captain, Commodore M. V. N. Bradford RNR, as "a first class helmsman."

Jo, who is assistant secretary to Captain Second Submarine Squadron, joined the Uganda after the ship had completed an annual refit.



Third Officer Jo Keenan at the wheel of ss Uganda on passage to the Ascension Island.

Surge of sea time

Another WRNS officer to get in some sea time recently is Second Officer Sally Thorburn, now back at BRNC Dartmouth after five months with the Royal Australian Navy under the Exercise Sea Surge exchange of personnel.

Sally spent two weeks on board the training ship HMAS Jervis Bay, and another fortnight in a Merchant Navy container ship, the Flinders Bay, operating around New Zealand.

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NEWSVIEW

Testing the water with 'away' refits

BY CUSTOM sailors say rude things about working practices within the confines of Royal dockyards. Some have lurid tales to tell of what happened during the long refit of HMS Nonsuch — with emphasis on the long. If all of what is sometimes claimed about dockyard habits is true, it would indeed be a sorry situation.

That is one aspect. Against it, there are countless stories of hard and clever work, ships completed to time, and great dedication in times of peace and war.

This column would not venture to arbitrate on differing views on dockyard life, rather it would leave people to take as they find.

Changing pattern

Meanwhile in the new, and still emerging, dockyard pattern, there have been changes in the Portsmouth-Devonport-Rosyth balance of work and, sadly, the disappearance of Chatham as a yard. But what sailors will feel about the merits of moving refits away from the Royal yards is something else.

With the decision to put the refit of a frigate and submarine out to tender by commercial yards, there will presumably be no lack of competition from such yards desperate for work.

Part of the scheme is that on cost, date-keeping and quality, comparisons will be made with work on similar vessels going through Royal yards at about the same time.

No-one will expect dockyard men to enthuse, while for sailors a prime personal consideration must be whether "going commercial" — perhaps in Scotland or the North country — takes them away from base or refit port (not always the same thing). So, introduced into the scheme of things, should it catch on, could be more separation.

Vital role

Completion of the two test refits and comparison studies will, no doubt, bear strongly on how far commercial refits will go. No doubt, too, there will be plenty of pressure generated from areas with commercial yards keen to get more work.

Royal dockyards will continue to play their major and vital role in warship work but they must now be more aware than ever, as the water is tested in the commercial sector, that they must come up with the goods.

Jack will be observing with a vested interest, and there is unlikely to be a sea of caps in the air at any prospect of a stream of refits far from where they were expected.

Chatham's legacy

TREASURED ITEMS FIND NEW HOMES

FORTY officers and men mustered outside the wardroom block of HMS Pembroke on February 17, lowered the ensign for the last time, and marched out of the barracks behind two Royal Marines drummers.

The commanding officer, Cdr. R. A. Wilson, presented the ensign to the Mayor of Gillingham, then carefully locked the gate and handed the key to a representative of the Property Services Agency.

The little ceremony was the final act in a 437-year presence by the Royal Navy in Chatham. That morning the ship's company had parked their cars outside the barracks, because once the key had been turned there was no further access to HMS Pembroke.

Redevelopment

On April 1 the barracks pass into the hands of the English Industrial Estate Corporation, which is responsible for the redevelopment of the naval base.

Formal occupation of the barracks was made on April 30, 1903, when 5,000 officers and men from wooden hulks moored in the harbour left the dockyard by Alexandra Gate, marched along Dockyard Road, entered the barracks and were dismissed to their quarters.

The "march-out" last month followed a major ceremony last September when the flags of Rear-Admiral Bill Higgins, last Flag Officer

Medway and Port Admiral Chatham, were hauled down in the naval base.

Chatham's loss has been many other establishments' gain. When the closure was first announced it was decided to draw up a complete list of non-patterned items not on charge as official stores. As the Royal Navy's link with the area goes back centuries, the list turned out to be a long one, occupying the full-time attention of two men for nearly two years.

Eventually, everything of historic, sentimental, intrinsic or actual value was listed, and applications for new homes were sought.

Among the more obvious items of interest were 19 figureheads. Eight of them were found to be from Chatham-built ships, and were immediately allocated to the Chatham Historic Dockyard Trust, which is being set up with £11m. of Government support to create an historic "living dockyard".

Most of the 600-acre site will be sold off,

leased or redeveloped, but about 80 acres are to be retained. They make up an almost intact Georgian dockyard in which there are nearly 50 buildings or sites scheduled as ancient monuments.

Two other figureheads were earmarked for local units — The Royal School of Military Engineering at Brompton, and HMS Wildfire, the RNR headquarters — but the others were scattered far and wide.

New Zealand

Of particular interest to the recipients were the figureheads of HMS Duncan, HMS Supply and HMS Eclipse. The last was involved in the middle of the 19th Century in the Maori wars, and her figurehead has been transferred to the Royal New Zealand Navy.

The Supply's figurehead has gone to HMS Raleigh, new home of the RN Supply School formerly based in HMS Pembroke.

The Duncan's figurehead, an imposing bust of Admiral Lord Duncan of Camperdown, has already been resited in the compound of HMS Camperdown, the Tay Division RNR headquarters at Dundee.

Another item of historical interest was Lord Nelson's bankers' draft, which had been kept at Chatham. Mounted on a wooden plaque, it is now a prized relic in the care of HMS Trafalgar, the Navy's newest nuclear-powered Fleet submarine.

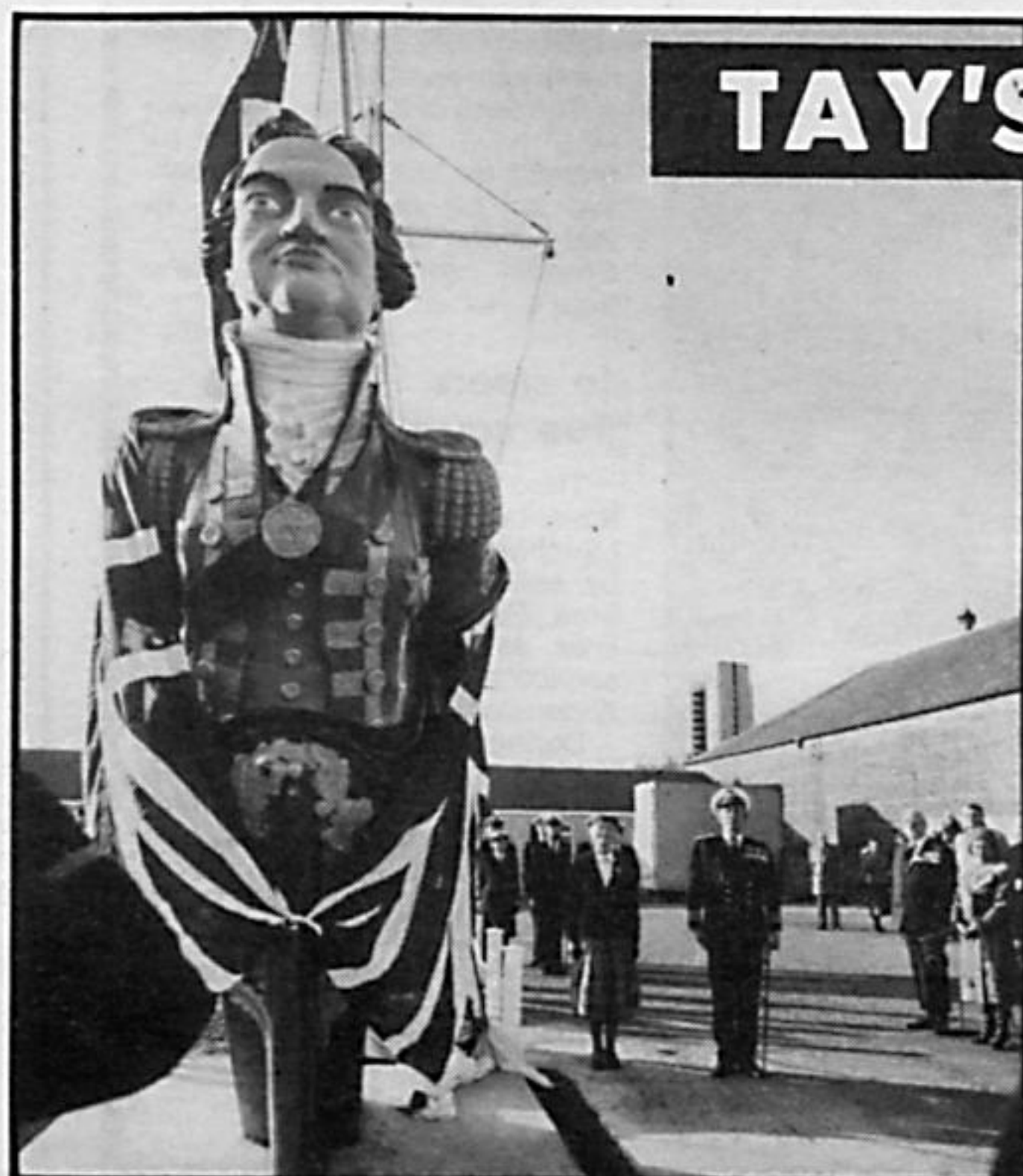
The list contained thousands of pieces of furniture, all of which have been distributed. It was felt that if great care was not taken in identifying every non-patterned object, they would simply "disappear" during the run-down of the dockyard, and a potentially invaluable source of heritage material would be lost.

Decanters

Some establishments benefited indirectly from the closure. The wardroom of HMS Cochrane, for example, received a parting gift of more than £3,000 from the wardroom of HMS Pembroke. The money was used to purchase decanters inscribed with details of the gift, place mats, and new discotheque equipment. Three members of the former Pembroke wardroom mess committee were invited to present the newly-purchased items to the Cochrane wardroom.

The processional cross and nativity crib from St George's Chapel, HMS Pembroke, were passed to the Chapel of the Royal School of Bath.

TAY'S GAIN



THE imposing figurehead of HMS Duncan is unveiled in the compound of HMS Camperdown, the Tay Division RNR headquarters at Dundee, by Mrs. Philippa Crawford, who is related by marriage to the Duncan family. Beside her is Capt. Colin Keay, commanding officer of Tay Division.

The figurehead of Admiral Lord Duncan dates from the 1850s, and celebrates Duncan's great victory over the Dutch at the Battle of Camperdown in 1797. It was one of 19 figureheads which had to be found a new home on the closure of HMS Pembroke and Chatham Dockyard.

Well done, mate . . . Sir!

STEWARD Chris Woodward had seen that face before . . . but where? Ah, yes. That was the face of the man who had narrowly beaten Chris in a cross country race at Port Stanley the previous week.

What had Chris said to the runner? Something along the lines of "Good race, mate,

well done." Now the same man was walking around Chris's ship, HMS Manchester, looking remarkably like Major-General Keith Spacie, Commander British Forces Falkland Islands!

The general visited the ship just before she handed over patrol duties to HMS Nottingham.

ham. He called on both senior rates' messes, presented Long Service and Good Conduct Medals, and congratulated the ship's cross country team on finishing third overall in the race.

Yes, the general had been running. He had finished fifth, two ahead of STD Woodward.



Penny makes third trip south

HMS PENELOPE became the first Royal Navy warship to make a third deployment to the Falklands Islands when she sailed south at short notice in January.

The Leander frigate had been due to leave for the Falklands in April, but was diverted to Devonport while sailing from Haugesund in Norway to Bordeaux at the end of January, and with just eight days' notice was on her way back to the South Atlantic.

She is due back in Devonport in June, by which time she will have spent 15 of the past 26 months either on station or travelling to and from the Falklands.

Off . . . again

The change of plan was particularly unfortunate for the people of Blackpool, who had been looking forward to a visit by their adopted ship at the end of January. It was the third time a proposed Penelope visit to the Lancashire resort had been cancelled because of the Falklands duties.

Less than 24 hours before her recall to Devonport, the Penelope had sailed from the Norwegian fishing town of Haugesund after a four-day visit

following trials on the FORACS range of Ulsnes near Stavanger.

Almost 100 members of the ship's company had managed to go ski-ing, but none made more of an impression on the slopes than AB(M) Dodgy Ingham. He fell off the ski lift on the way up, knocking the next four skiers off their perches as he gathered speed going downhill backwards. Fortunately, no bones were broken.

The Penelope sailed for Gibraltar on the first leg of her journey south. Although much had been programmed into this fast passage, little could be achieved as the ship met severe storm force winds and mountainous seas in the Bay of Biscay and down the Portuguese coast.

One freak wave broke over the ship's starboard side, lifting the seaboard from its mountings, springing several planks against the davits, and damaging upper deck fittings.

Shelter was finally found south of Portugal as the Penelope met up with HMS



Members of 826 Squadron B Flight lend a hand with the sheep shearing at Pebble Island settlement.

Gurkha, Gibraltar guardship. Before reaching Gibraltar, the ship got in some weapon training, during which a Seacat shoot left the Fleet Requirements and Aircraft Direction Unit short of a Rushton target. AB(M) Scouse Cutts shot it down from behind a Canberra.

After quick repairs to her seaboard and guardrails at Gibraltar, the frigate sailed for Ascension and the Falklands, wondering, no doubt, if it would be fourth time lucky for that trip to Blackpool.

SHIP VISITS BY DEFENCE SECRETARY

DEFENCE Secretary Mr. Michael Heseltine spent time on board RFA Fort Grange and HMS Fife during his visit to the Falkland Islands in January.

Mr. Heseltine was accompanied by Major-General Keith Spacie, Commander British Forces Falkland Islands, and by Air Marshal Sir Peter Harding, Vice Chief of the Air Staff, when he went on board the Fort Grange.

He was met by her captain, Capt. Rex Cooper, and introduced to the commanding officer of HMS Fife, Capt. John Caughey. Mr. Heseltine was given a tour of the ship, including the flight deck and hangar complex where he met members of 826 Squadron B Flight.

Four Sea King helicopters of B Flight are embarked to provide anti-submarine cover in the protection zone around the islands.

The Secretary of State was entertained at a reception on the bridge of the Fort Grange before transferring to the Fife for dinner with Capt. Caughey, Commander Task Unit.

Mr. Heseltine also found time to talk to many sailors on board the destroyer and to inspect the ship's new fit of rapid fire guns and anti-missile decoy system.

Ships serving in the Falklands over the New Year period included the Fife, HM ships Manchester, Apollo and Yarmouth, and RFAs Fort Grange and Olna. They were being relieved by a group led by HMS Liver-

pool, and return to the UK in the spring after visits to the West Indies and America.

Flight enjoys a splice of life

DURING 826 Squadron B Flight's deployment to the Falkland Islands, two officers and ten ratings took time off from routine patrol duties to spend a week at the Pebble Island settlement.

The serious part of their visit was to construct a cairn to commemorate the first landing by British Forces on Pebble Island during the Falklands war.

Eleven enemy aircraft were destroyed during the raid, carried out at night by HMS Glamorgan, 846 Squadron and Special Forces. The cairn, situated close to the settlement airstrip, was constructed in four days, often in atrocious weather.

LAMBING

There was plenty of opportunity for fishing, shooting and horse riding. A particular highlight was the chance to help with lambing and sheep shearing. Squadron personnel spliced the mainbrace with settlers to mark the end of the lambing season.

The whole Flight also enjoyed a short break at South Georgia — but their best break was being relieved by C Flight before returning to Britain in early March for their third summer in 12 months.



Mr. Michael Heseltine, the Secretary of State for Defence, meets members of 826 Squadron B Flight embarked in RFA Fort Grange on anti-submarine duties.

Pictures: AB T. Page, RFA.

Olna aids Russian

RFA Olna went to the aid of a badly hurt Russian seaman who needed urgent hospital treatment. The injured man's fishing boat put into Grytviken harbour, South Georgia to seek medical help.

Olna at the time was 350 miles away and sailing for Port Stanley. She turned back and flew off a Sea King to pick up the fisherman.

ORPHEUS RETURNS

HMS ORPHEUS returned to Gosport from the South Atlantic on February 20 after one of the longest conventional submarine patrols in recent history. During her five-month absence from home she patrolled the Falklands exclusion zone and took part in several exercises with surface ships.

But there were compensations — one being that by observance of both British and Falklands time she was able to see in the New Year twice!

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It's all Part 1 of acquiring a skill

LAST AUTUMN the Navy's first intake under the Armed Services Youth Training Scheme entered HMS Raleigh, where its members finished their Part 1 training before Christmas. More of these trainees are now going through.

Idea of the scheme is for the Navy, like any other employer, to provide a useful contribution of training and experience for people who would not otherwise be able to start their working lives.

The trainees, both young men and women, are volunteers selected by normal recruiting methods.

They will complete a year in the Service

and, after basic training, are now going on to do Part 2 training in a number of categories and branches, with emphasis on those providing skills applicable in civilian life.

NORMAL UNIFORMS

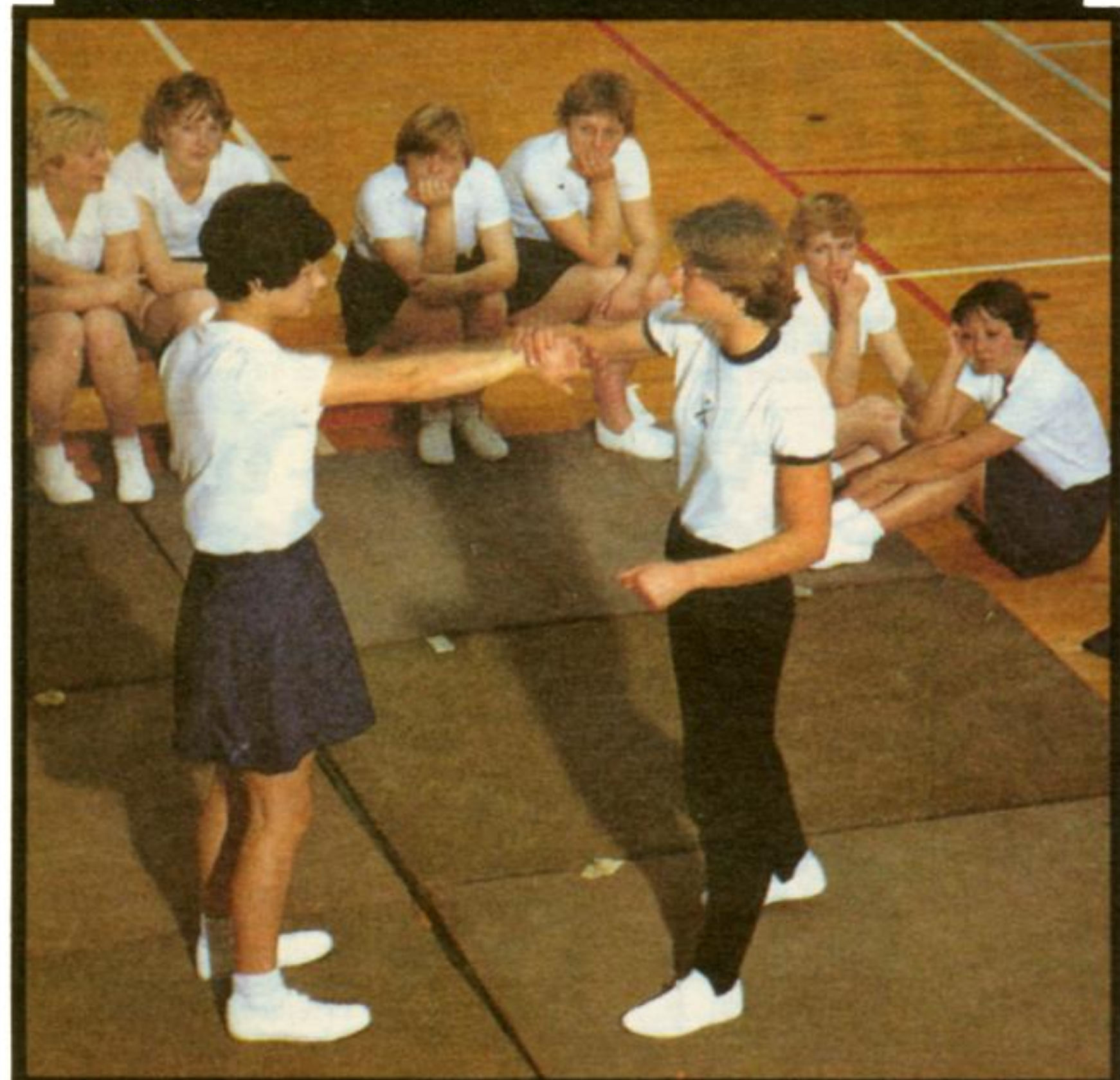
The YTS trainees wear normal pattern uniforms. Their conditions of service are similar to the regular Navy in many respects, but differ in some. For instance, they receive £25 a week from which is deducted a food and accommodation charge, and a trainee may leave the Service after two weeks' notice.

Some YTS trainees may be given the opportunity to transfer to regular engagements.

A bar to learning?



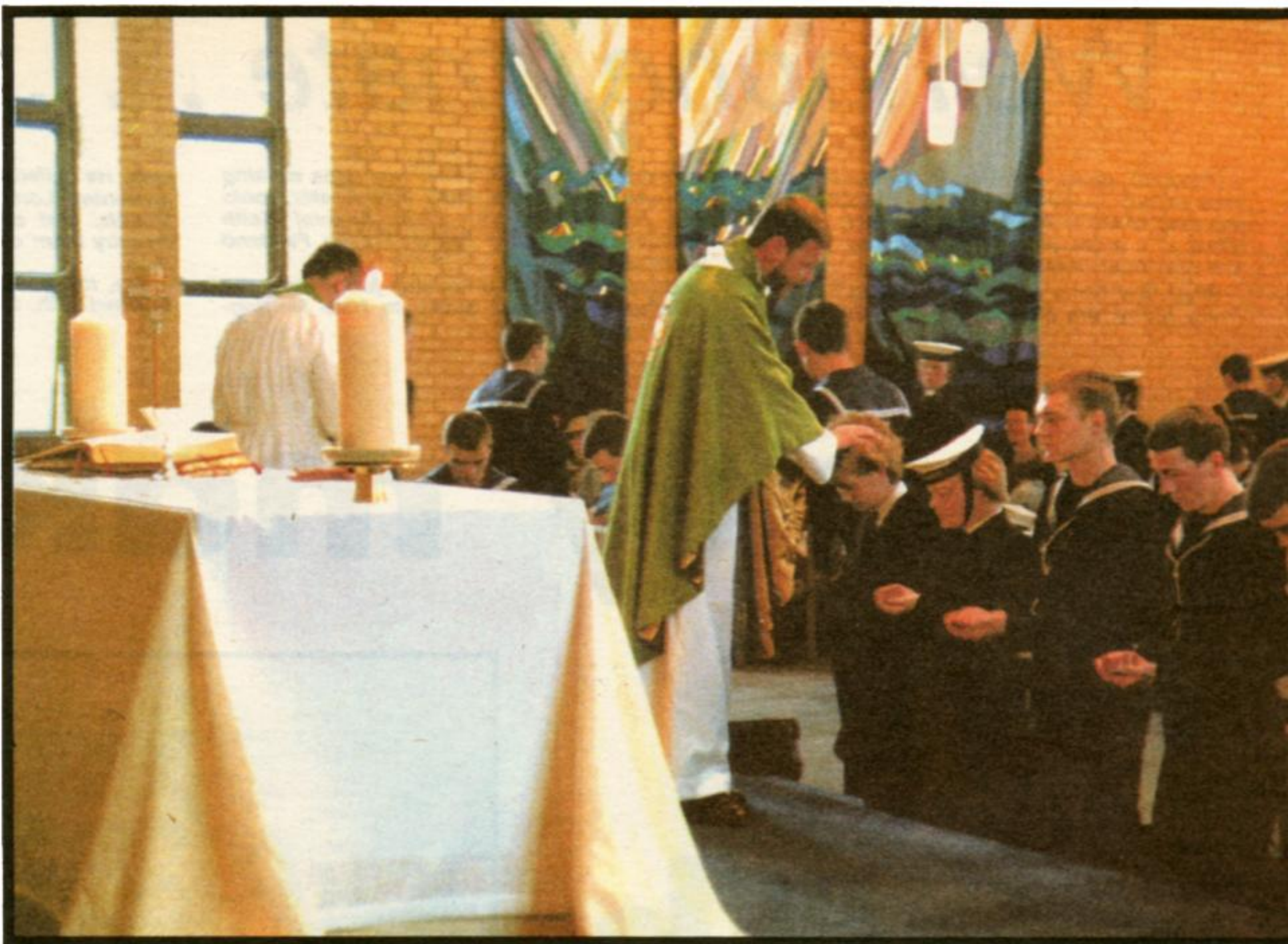
The only bar at the back of a naval classroom? It is a training aid for students on the Supply School's stewards' training course, which teaches them necessary skills before they move to the Fleet.



New entrant Wrens learn about self-defence. Here POPTI Kathy Bean gives instruction.

Writer Branch Museum

THERE is a Writer Branch Museum in the new Writers' School in HMS Raleigh. Anyone who has any items of interest is asked to send details to POWTR A. J. Bennett at the Writers' School, HMS Raleigh, Torpoint, Cornwall. Items will be looked after and returned on request.



New entrants attend a service in St Paul's Chapel at HMS Raleigh. Officiating is the Rev. Stephen Pic...



Raleigh's role just keeps on expanding

FOR people joining today's Royal Navy, it's a case of "Go West young man (and woman too)!" For everyone entering the Navy these days as a rating, first port of call is the Cornish training establishment HMS Raleigh, named after the famous soldier-seaman-writer of an earlier Elizabethan age.

Raleigh has grown in importance since it started more than 40 years ago as an establishment for people called up for war service. Now all are volunteers and many go on to make long naval careers.

Changes brought about last year mean that Raleigh began 1984 with an enhanced role as a major RN establishment. New entry artificer apprentice training moved to Raleigh, as did the RN Supply School from Chatham.

Raleigh also took on the role of training entrants under the new Armed Services Youth Training Scheme.

Fisgard

It was training changes, resulting in the phasing out of HMS Fisgard, which brought about the movement of "tiffy" apprentices across the road to the adjacent Raleigh. Since last May all new-entry "tiffies" have been trained at Raleigh, and the first passing-out parade of artificer apprentices from their new training establishment took place last August.

The RN Supply School was transferred to Raleigh from Chatham later in the year. This meant that officers' training returned to Raleigh for the first time in a generation. Training of WRNS recruits was already well established, having moved from HMS Dauntless in 1981. Trainees for the QARNNS also go there.

Meanwhile, Raleigh has continued to take all new entries (except officer entries who go to BRNC Dartmouth) before they move on to other establishments and ships.

Seamanship

Raleigh also carries out Part 2 Seamanship for Seaman operators, and is also Command School for fire-fighting, NBCD, first aid and small arms handling.

Rebuilt during the past ten years, Raleigh now offers a wide range of training facilities. The parade ground is enormous, with drill sheds for wet weather. Jupiter Point harbour is powered and sailing craft and, is used for teaching seamanship and boathandling skills.

The establishment's proximity to the rugged Cornish coast, with its sheltered inlets, and the open spaces of Dartmoor makes for a first-class natural training environment. Raleigh is about a mile west of Torpoint on high ground overlooking St John's Lake, an inlet of the Tamar River which opens out into Plymouth Sound.

Raleigh has two fine gymnasiums, a large heated indoor swimming pool, excellent sports grounds, tennis and squash courts, a large shooting range and wild countryside on Dartmoor for resource and initiative training.

The social side is also catered for, for instance by the Raleigh Club where discos are a major attraction and where trainees can relax and compare notes about training.

First of the line

THE FIRST HMS Raleigh was a 32-gun American ship captured in 1778 by HM ships Experiment and Unicorn and commissioned in New York. She was kept in service until 1783, then sold.

Second was a 16-gun brig sloop launched in 1806, and third a 50-gun ship of 1,939 tons built at Chatham dockyard

and launched in 1845. She foundered in 1857 after striking an uncharted rock at Macao.

Chatham also provided the fourth HMS Raleigh, a 22-gun iron-built screw frigate of 4,780 tons, launched in 1873. She took part in the occupation of Cyprus in 1878.

Fifth and last seagoing Raleigh was a light cruiser, armed with 7.5-in. guns, c...



Instruction for an artificer guard at HMS Raleigh, mounted by Figgard Squadron apprentices.



The WRNS Writers' Course busy at work in HMS Raleigh, instructed by POWTR David Rawlings.



Following the move from HMS Pembroke, this picture was taken during the first Officers' Supply Charge course held in Raleigh. Instructing is Lieut-Cdr. Paul Barton.



Computers now form part of working life on board ship for Supply Branch men dealing with stores accounts. Here at Raleigh CPOSA David Maxwell instructs the OASIS course. The initials stand for Onboard Automatic Data Processing Support in Ships.



This picture (left) illustrates many of the departments and organisations involved in the expansion of HMS Raleigh. In the front line stand representatives of the five kinds of basic trainee: QARNNS (number 2 on diagram), YTS (3), Part 1 RN trainee (4), WRNS (5), and artificer apprentice (6).

Behind them are representatives of those involved in the diverse training task and operation of the establishment. They include: Nursing sister (7), dental assistant (8), training support (9), CCTV (10), expd leader (11), sailing staff (12), medical assistant (13), director of music (14), instructor officer (15), divisional PO (16), WRNS divisional PO (17), divisional officer (18), PSO (19), WRNS training officer (20), apprentice DO (21), Trevol range staff (22), parade instructor (23), RM parade C/Sgt (24), Kitting-up store (25), NAAFI (26), Lloyds Bank (27), galley staff (28), quartermaster (29), regulating PO (30), divisional instructor (31), chaplain (32), PTI (33), Fire School (34), first aid school (35), pay staff (36), bank manager (37), chief shipwright (38), civilian driver (39).

No 1 on the diagram was the captain of Raleigh, Capt B. R. Outhwaite. He has been succeeded by Capt B. T. Brown.

Here's how they line up ...



e was a Yankee warship

9,750 tons. She was built on the Clyde, launched in 1919, and wrecked in the Straits of Belle Isle in 1922.

The present HMS Raleigh was commissioned in 1940 as a shore establishment for naval training of seamen called up for war service.

During air raids on Plymouth in 1941 a stick of heavy bombs fell across the area, killing 72 trainees.

In April 1944 the entire camp was taken over by the US Navy as an embarkation centre for the attack on the French coast. Jupiter Point was the main point of embarkation, a concrete roadway and slipway being built for the purpose.

Raleigh was returned to the Royal Navy in July 1944 to continue the task of training new entry seamen. In 1946 the

Duke of Edinburgh, then a lieutenant, served there on a course concerned with the training of petty officers.

Various changes have taken place in the training programmes in the years since the war, involving Seamen, M(E) and common Part I training.

In 1971 redevelopment was put in hand for complete rebuilding and modernisation.

NOT BAD, GLASGOW!

RIGHT: Pirates are not all baddies, as patients and staff discovered when "desperadoes" from HMS Glasgow visited the Royal Hospital for Sick Children in Glasgow during the ship's four-day visit to its adopted city. Children of the ship's two adopted wards were thrilled by a fun-and-games party given by sailors — and the hospital was delighted with the £1,000 cheque and signed print of the destroyer presented by the commanding officer, Capt. Robert Woodard.

Fearless cheer for children

FOR two years, sailors and Royal Marines serving in HMS Fearless have been raising funds for Helen House, a hospice for gravely-ill children at Oxford.

Their efforts resulted in a £3,500 cheque being presented to Mother Frances Dominica, the driving force behind the hospice, when a group from the ship including the chaplain, the Rev. John Rawlings, visited the well-equipped building.

The Fearless visitors were warmly welcomed and given a conducted tour of the two-year-old hospice, which can accommodate eight children in a family atmosphere with facilities for visiting parents, a small hydrotherapy pool and its own gardens in the peaceful grounds of All Saints Convent.

□ □ □

Sixteen runners, including two Wrens, from HMS St Vincent raised more than £500 for the British Olympic Appeal Fund with a sponsored 81-mile relay from HMS Nelson, Portsmouth, to Horse Guards Parade, London, on February

5. The run was started by Navy and England boxer AB Brian Schumacher and the participants were greeted at their destination by the Fund's treasurer, Mr. Robert Watson.

□ □ □

Using their skill as communicators to raise cash, a team of radio operators from HMS Newcastle published a ship's newspaper — The Daily Castle — when the ship was deployed in the South Atlantic.

To get the paper out on time the team, led by CRS Soars and CCY Gurd, worked late hours, which was good news for readers who paid 10p a copy.

The printing venture was also appreciated by the senior citizens of Longdean Lodge at Paulsgrove, Portsmouth, who benefit from the £212 cheque presented to ex-Navy resident Mr John Slater (93), a former Mediterranean Fleet boxing champion.



HELPING HANDS

Elderly citizens living at George Rider House were visited by crew members from HMS Resolution when the submarine renewed her links with Burton-on-Trent, her adopted town.

And the people of Burton are still talking about the 66lb. Christmas cake baked by POCK Brum Lilley which was presented to the town's Arthritis and Rheumatism Committee and handed on to the Mayor for a senior citizens' party.

□ □ □

A sponsored cycle ride from Portsmouth to Northwood by a team from HMS Londonderry raised cash which, added to money raised from

a fete and an auction of crests and plaques, amounted to £500 in aid of the Lord Mayor Treloar Hospital at Alton, Hampshire.

□ □ □

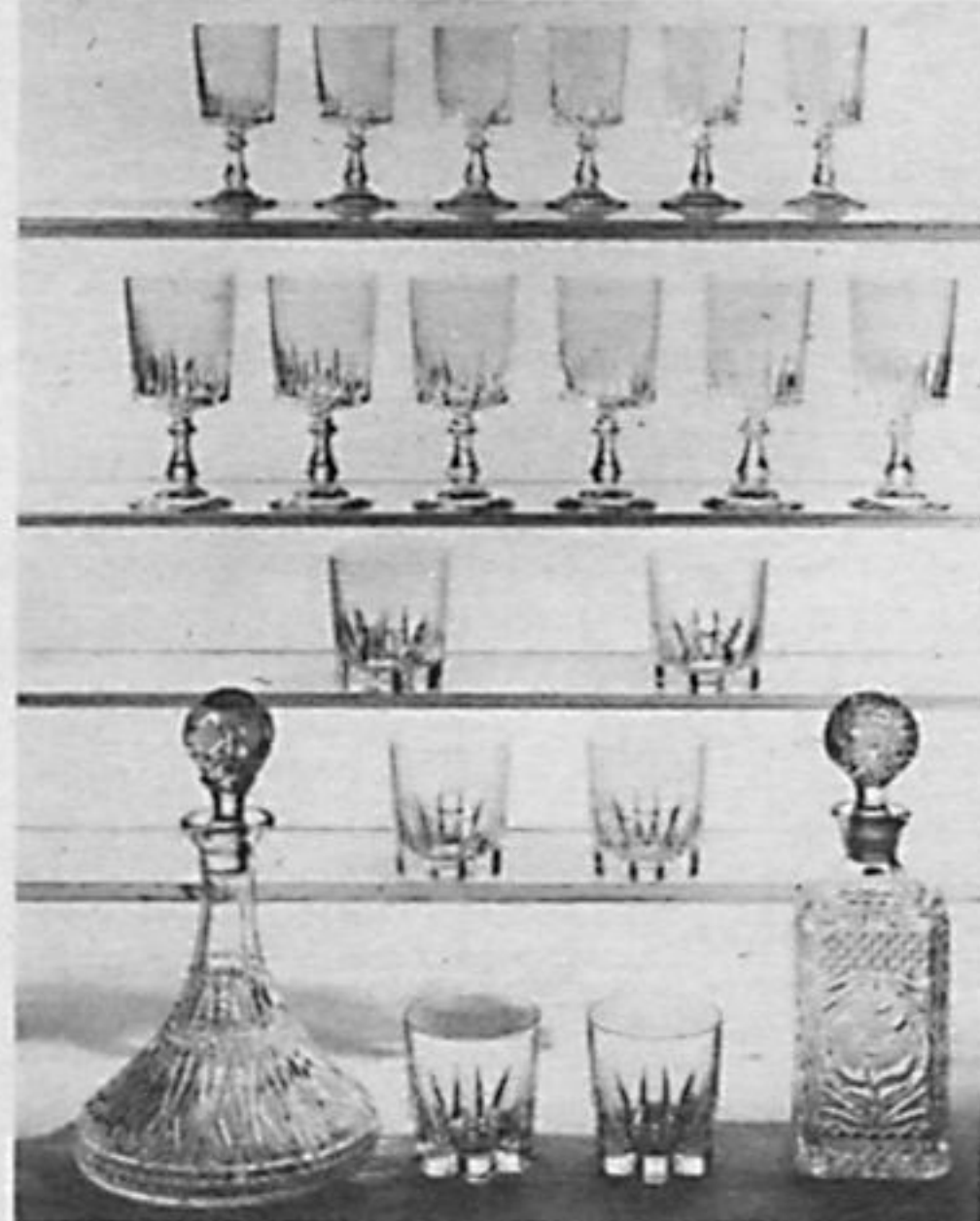
Two cheques, each for £250, were handed over to the Royal National Lifeboat Institution and the Save the Children Fund as a result of a Christmas draw at the Quat Club in the Royal Naval Engineering College, Manadon.

□ □ □

RAF Swanton Morley is still buzzing about the surprise appearance during the Christmas draw in the Sergeants' Mess of a nautical pop group called the Seawaddydaddies, whose resemblance to the hit group of similar name is purely coincidental.

Organised by the RN Data Squadron based there, the group performed a number of slick Sixties vintage rock 'n' roll routines to baying applause and collected £110 towards presents for teenagers in a local council care home.

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'Club together' campaign launched by Chatham

IN VIEW of Chatham's historic links with the Royal Navy, shipmates will be dismayed to know that the Royal Naval Association have no club premises in the Medway towns.

To right this situation, Chatham branch have launched an appeal for funds to buy or build a club which will serve as a memorial to the area's naval heritage.

Those who wish to subscribe to the fund should send a donation, however small, to Shipmate W. N. Robinson,

secretary Chatham RNA, 145 City Way, Rochester, Kent ME1 1BE.

Shipmate Tom Grant of Gosport hit on a very successful way of raising money for the branch welfare fund. He provided a table cloth for embroidered signatures. Those who wished to have their autograph on the cloth were given an envelope to sign which was returned with a donation for branch funds.

The envelope was then passed to Shipmate Bill Smith who, helped by his wife Alice, embroidered over 1,400 signatures on the cloth. It is now framed and displayed at the branch club.

In spite of bad weather there was support from six branches for the commissioning of Cowbridge on January 20, by Shipmate Tom Davies, national council member for No. 7 Area.

BRANCH NEWS

Guests included the Mayor and Mayoress and Mrs. Nanette Pearce of Headquarters staff, who presented a plaque. A reception and buffet were provided for the guests by the ladies of the committee. Branches represented at

the commissioning were: Bridgend, Barry, Cardiff, Hereford, Chepstow and Llanelli.

Portsea's first anniversary dance held in the WOs' and CPOs' mess of HMS Nelson was attended by their new president, Commodore David Watts, Commodore HMS Nelson, who was accompanied by Mrs. Watts.

The occasion was also attended by a party for shipmates from Basildon and eight members of Mechelen branch of the Belgium Naval Association.

Plans are afoot for the twinning of Mechelen branch with Portsea later this year.

The guest of honour at Helston third annual dinner was their president, Capt. M. Layard RN and Mrs. Layard and the Mayor and Mayoress.

Shipmates of Yeovil combined their monthly meeting with a social attended by 60 members and guests. The new year also opened on a promising note with the recruitment of four new members.

Llanelli are holding a draw in aid of their 1984 Trafalgar Day parade and offer £1,000 in cash prizes. Branches interested outside No 7 Area should contact Shipmate E. Roberts (secretary), Llanelli RNA, 59 Murray Street, Llanelli, Dyfed.

NEW PLEA FOR SUBS INCREASE

RENEWED APPEAL for an increase in subscriptions will be made at the 1984 Royal Naval Association Conference at HMS Nelson, Portsmouth on June 16.

When the National Council raised this delicate matter at the 1983 conference it was agreed after some heated debate, to defer a decision until this year's meeting.

In the interval, the Council

with the help of Headquarters staff have taken a census which will reveal the number of shipmates who are reaching pensionable status and have the option of not paying their annual subscriptions. It seems likely that there will be a large

increase over the next five years.

Members of the National Council have also been sounding out areas and branches about a scheme for increasing the Association's revenue, proposed by the Management and Finance Committee.

They propose that a scheme be introduced to enable shipmates to make a covenant to pay their annual subscriptions. This relatively easy way of raising additional cash adopted by schools, churches and other organisations, is certain to generate a lively discussion at conference.

Bookings

In view of the importance of the decisions to be made, branches not normally represented at conference are being urged to send a delegate to Portsmouth to ensure a greater consensus.

Those who plan to travel south are also advised to book their accommodation early. The City of Portsmouth has fixed some interesting events throughout June to celebrate the 40th anniversary of D-Day, and a large influx of visitors is expected.

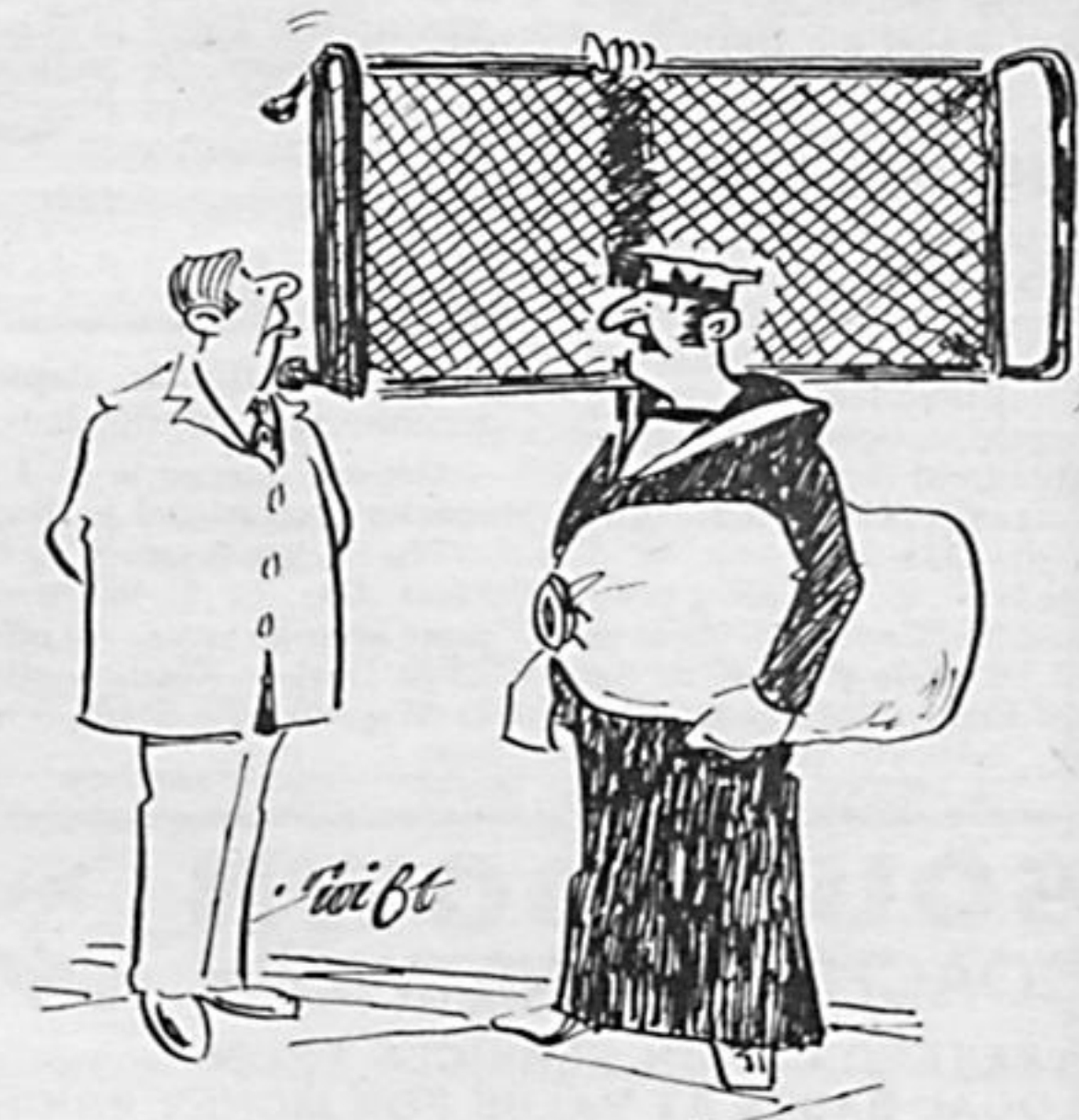


Picture: Middlesbrough Evening Gazette

CHEQUE MATES

CHEQUE-OUT time at Stockton-on-Tees as Shipmate Billy McGillycuddy (chairman) with Shipmate Eddie Smurthwaite (secretary, centre), hands over a £1,000 cheque to Dr. Roger Smith for the Cardiac Research Unit of North Tees Hospital. A ten-mile sponsored walk by 22 shipmates raised £640, proceeds of a raffle and charity show at Stockton Club making up the balance.

One of the highlights planned for after-conference hours is a dance in the Rock Gardens Pavilion at Southsea. Tickets, likely to cost £3.50 each (including food) are limited, so again, book early.



"We don't use hammocks anymore!"

FAIR PRINCESS

The RNA stall at the Park Lane Fair attracted many distinguished visitors including the Princess of Wales, seen here with the President of the Royal Naval Association, Vice-Admiral Sir Ernle Pope. With him is Lady Pope. The fair is held annually in aid of the Forces Help Society and Lord Roberts Workshop.



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SHIPMATE D. K. Cranwell, secretary Southampton, contributes this amusing poem in response to the letter from Mrs. Blight of Cumbria, objecting to "Shipmate" as a term of address among RNA members (Navy News, January):

A "Blight" is on the RNA —
And on the Boys in Blue,
An ex has written in to say
Her "subs" she won't renew.

This Leading Wren (for once she was),

But now a married lady,
Doesn't like the word she heard
When addressed by some ex-Navy.

"Shipmates" may be good enough

For those of hearts of oak,
But not it seems for lady wives
And other homely folk.

Can we change the way we greet
Our officers or rate?

What about "ow do Fred?"
Or "watcha cock, old mate!"

No, that doesn't have the flavour

● EXCERPTS from some letters defending the use of "Shipmate" as a term of address:

Mrs. Nanette Pearce, public relations officer of the RNA: "The RNA is a one-class ship; when a member joins his branch, no matter what his rank in the Service, he becomes a Shipmate and his standing in the branch is determined by free election... Mrs. Blight may never have understood the background to the term, but to me it means from Thurso to Oman from Falmouth to Geelong. When you are a

Shipmate you know where to turn for a friend."

Shipmate Waller, president of Sidcup, shares this view and goes on to say: "Recently, while on holiday in Cornwall, on the two occasions I saw RNA blazer badges displayed, my reaction was to greet the wearer with, Hello Shipmate, what branch are you from?"

Stressing how the term "Shipmate" unites members, Shipmate P. Wild of Sudbury says: "It makes us proud to be associated with men and women who put their loyalty first, which in many cases cost their lives."

Man-maid title for us!

Of sea and rum and tar,
Nor does it paint the picture
Of what we really are.

What we need is something
That stamps us with a trade,
An all embracing title —
A nautical man-maid.

So with respect for women's lib
And matelots big and strong,
Let's revive the age-old cry
To help our cause along.

Back to the days of Jolly Jack,
Be he the cook or tailor,
When tars were men — or
thought they were

And women cried "Hi sailor!"

OBITUARY

Shipmate Capt. Colin Courtney Lowry RN (ret'd.), president Torringside, January 22, aged 71.
Shipmate George Swatman, Norwich, January 3, aged 61.
Shipmate Jim Robertson, Birkenhead, January 25, aged 58.
Shipmate Ken Barnes, Portsmouth, February 1, aged 82.
Shipmate Janet (Jenny) Hamilton Toothill, Wigston and District, Dec. 19.
Shipmate John (Jack) H. A. Stanaway, Helston, January 30, aged 71.

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AT YOUR LEISURE

TV spot rocks
hoaxer

IT SEEMED that five sailors from HMS Antrim were in for a big let-down when they fell for a hoax telephone call inviting them to join the studio audience of a live TV rock show.

Torvill and
Dean are
snookered

OLYMPIC ice-skating gold medallists Torvill and Dean were pushed into third place by the British Forces overseas when the Services chose snooker champion Steve Davis as their sporting personality of the year — and athlete Steve Cram as a runner-up.

Results of the competition were decided by a poll of Service men and women and their families, with the arrangements being made by the British Forces Broadcasting Service.

The BFBS Sporting Personality of 1983 Award was presented on February 8 by the Duchess of Kent at the National Army Museum, Chelsea. The event was televised and relayed to Forces overseas by the Services Sound and Vision Corporation, of which the BFBS is a part.

Fisgard book

SALE of the book "The Story of HMS Fisgard" (reviewed in the December edition of Navy News) has been transferred to HMS Raleigh. With the closure of Fisgard, copies are now available from the Central Fund Treasurer, HMS Raleigh, Torpoint, Cornwall.

Price is £1.60, including postage and packing, and cheques should be made payable to the Central Fund, HMS Raleigh.

While the destroyer was berthed in the Tyne, they turned up in their No 1s to see Tyne-Tees TV's "The Tube." But their faces dropped when the shoulders started shrugging at studio reception.

When it became clear the sailors were victims of a hoax, executive producer of "The Tube," Malcolm Gerrie, not only invited them to join the ticket-only audience, but gave them a starring role in the opening sequence screened nationally on Channel 4.

VIP passes

One of the five, AB David Askew, found himself dancing with blonde actress Leslie Ash who co-presented the programme with Jools Holland. The sailors were also issued with VIP passes and invited to join special guests and top performer Herbie Hancock in the hospitality room at the studios.

Said David: "The first thing we knew about the hoax call was a message to 3D Mess asking for five sailors wishing to attend 'The Tube' to report to the gangway. It must have caused quite a problem when we turned up at the studios, but



AB David Askew enjoys the last laugh on a hoaxer . . . with "The Tube" rock show presenter Leslie Ash.

"The Tube" crowd were marvelous — and the last laugh was certainly on the hoaxer."

David's shipmates included AB Ian McLaren and AB Dean Wenban who, the following day presented a plaque of the ship's badge to Mr. Gerrie.

After Leslie Ash presented them with autographed pictures, the sailors announced that she was now official pin-up of 3D Mess.

Prize day
for author

THE Book of the Sea award has been presented by the First Sea Lord (Admiral Sir John Fieldhouse) to Mr. Dan van der Vat, author of "The Last Corsair."

In return, Mr. van der Vat presented a signed copy of his book to Admiral Fieldhouse. The award carries a cheque for £500 and a medallion of the King George's Fund for Sailors, which sponsors the competition.

As reported last month, Mr. van der Vat won the award for the story of the German cruiser Emden's part in the First World War.

The book, based on many German war records previously unpublished in this country, may be obtained from KGFS, 1 Chesham Street, London.

Birdwatching takes off

SOUTH Atlantic deployments have resulted in increased membership of the Royal Naval Birdwatching Society.

Greater interest in bird life has been aroused by the rich variety of species encountered by Royal Navy men around the Falkland Islands.

The Society is searching for a new secretary and treasurer to succeed Lieut.-Cdr. E. S. W. Maclure RN (retd.) who is relinquishing both posts after 26 years. All offers should be made to Lieut.-Cdr. Maclure, 23 St David's Road, Southsea, Hants., telephone Portsmouth 822981 or Waterloo 53156 (evenings).

Action men—
who never
say die . . .

LOOKING only a little more time-worn than when they created their roles of James Bond and Dirty Harry, two of the screen's toughest action-men are back on the Navy film circuit showing that life need never be dull for men over a certain age.

Sean Connery, more than 20 years older since his cool disposal of Dr No, delivers a hefty karate-chop to the male menopause in "Never Say Never Again", a remake of an earlier Bond film "Thunderball."

Energy

Connery seems to have lost none of his panache and energy since his last appearance as Bond in "Diamonds Are Forever" 13 years ago. He is reported to have said then that that would be his last Bond film, so perhaps the title of the latest adventure is just the producer's little joke . . .

Question now is whether Sean will say never again, again.

On the other side of the Atlantic, Clint (Monkey Glands) Eastwood looks even fitter than his British rival for immortality. In "Sudden Impact" he's again up to his

FILMS FOR
THE FLEET

particularly violent brand of detection as Dirty Harry, the man who can make a Warsaw riot policeman look like Dixon of Dock Green.

The full list of new titles released by the Royal Naval Film Corporation is:

"Never Say Never Again" (PG) — Sean Connery, Barbara Carrera. Columbia-EMI-Warner. J77.

"Without a Trace" (15) — Kate Nelligan, Judd Hirsch. Lovely Kate plays a distraught but determined parent whose child has gone missing. A moving performance from Miss Nelligan whose beauty is outshone only by her acting ability. Fox. J78.

"Sudden Impact" (18) — Clint Eastwood, Sondra Locke. Columbia-EMI-Warner. J79.

VIDEO CHOICE

LIGHT-HEARTED entertainment is provided by "The Rutles", Eric Idle's parody of The Beatles and their career.

To fans of Lennon, McCartney and Co., it may seem rather cynical and unkind; to those whose allegiance is more Pythonesque, it will probably be a hoot.

At any rate, such luminaries as Mick Jagger and Paul Simon crop up along the way, doing their best to keep a straight face.

One point about "Eating Raoul" that doesn't bear much discussion: it is in very bad taste but is not, of course, "a nasty." A low-budget, deliberately grotesque tale about a straight-laced couple who discover that murder can be profitable, it should tickle some people's funny bones.

As the Oscar awards come around again, "Sophie's Choice" provides a reminder of last year's Best Actress winner, Meryl Streep.

The film itself may be a bit too gruelling for some tastes, being the story of a concentration camp survivor trying to make a fresh start in post-war New York, but Ms. Streep's rich and moving performance is worth anybody's time.

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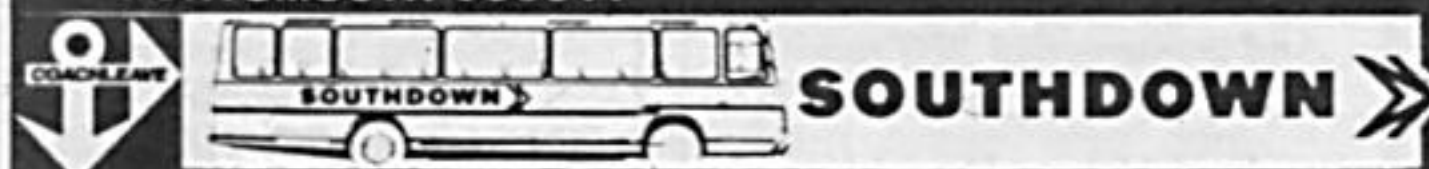
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Convoys 'out of date' for NATO

BOOKS

CONVOYS and expensive escort vessels would be outmoded in a war with Russia, claims a group of defence experts under the chairmanship of the former Chief of the Defence Staff, Marshal of the Royal Air Force Lord Cameron.

In a booklet entitled "Diminishing the Nuclear Threat — NATO's Defence and

New Technology," the independent British Atlantic Committee asserts that single sailings by fast, armed merchant ships would be needed to keep supplies flowing.

The report, which lacks a naval signatory, also recommends warship design which produces cheap vessels with modest speed but powerful arms. "On sea," says the committee reaching

its conclusions, "the prospect for strategic reinforcement is, to put it mildly, overcast. The Falklands environment was being compared with what might be expected in the North Atlantic, with 600-mile stand-off missiles, Backfire bombers, quieter submarines, air-sown mines around ports and total surveillance of the whole ocean from Moscow." In general terms the booklet recommends a change in the policy of flexible

response with nuclear weapons to one relying on Western technological superiority which would even-up the balance of conventional forces.

"NATO should move towards a strategy in which the first use of nuclear weapons is no longer an essential part of the deterrent . . . It should do this by (a) removing battlefield nuclear weapons and (b) by exploiting the new technology to acquire a counter-attack capability based

on strategic conventional weapons, particularly cruise missiles and other stand-off weapons and precision-guided munitions."

The group points out that the report "does not necessarily represent the views of all members of the British Atlantic Committee or its Council."

"Diminishing the Nuclear Threat" is printed by Needham Printers Ltd. (price £1).

Donitz: The one that got away?

OF ALL the top Nazi war leaders, the lightest sentence at Nuremberg fell on Grand Admiral Karl Donitz. The man who, to everyone's surprise — including his own — found himself holding the baby in the last week of Hitler's crumbling empire, was given ten years in Spandau Prison.

Throughout his trial, and subsequently, he professed to be a simple, dutiful sailor, a purely military commander who knew nothing of the crimes of the Third Reich. His American judge is on record as saying that he should have been acquitted, and despite the conviction Donitz retained widespread respect within Germany and abroad.

But now naval historian Peter Padfield challenges the "simple sailor" image of the Grand Admiral in a new biography, "Donitz — The Last Führer."

Incredible

"Of one thing there can surely be no doubt," writes Mr. Padfield. "Tried with the evidence and insights available today, he would have joined Goring, Ribbentrop, Keitel, Jodl and the rest of the 12 condemned to death by hanging."

Information which has surfaced since the chaotic, post-war days, shows that Donitz's repeated assertions that he knew nothing of Himmler's death camps are incredible, asserts the author.

Donitz was almost certainly

present at a meeting of top Nazi leaders in 1943 when Himmler announced the "Final Solution" — the Nazi euphemism for genocide.

U-boat men, privileged among German servicemen, were treated to gifts of second-hand watches looted from concentration camp victims; and at the end of the war many SS war criminals found sanctuary in the ranks of the German navy — among them the commandant of Auschwitz.

Those events could not have occurred without the Grand Admiral's knowledge and complicity, concludes Mr Padfield.

All except one of the docu-

Salute to unlucky lady . . .

THERE can be few more lavish and poignant volumes dealing with the life and death of a Second World War destroyer than that of "Unlucky Lady", the story of the British-built Tribal-class ship HMCS Athabaskan.

She met her end 40 years ago next month, torpedoed in the Bay of Biscay, and as authors Len Burrow and Emile Beaudoin point out in a biting epilogue to their beautifully produced book:

"Athabaskan is scarcely mentioned in Capt. S. W. Roskill's voluminous official British history 'The War at Sea', and is not recorded at all in Winston Churchill's famous work 'The Second World War' . . . Thus does Athabaskan's sacrifice become a matter of perspective, almost lost on the world stage as other pressing news and happenings crowded in and cried for their share of attention."

LASTING

There must have been many such ships, but the Athabaskan — which took with her almost half her ship's company — is lucky in one sense: she has been provided with a lasting memorial in print by Mr. Burrows (a brother of one of her dead) and Mr. Beaudoin (a survivor himself).

"Unlucky Lady" is published by Canada's Wings Inc. (Box 393, Stittsville, Ontario K0A 3G0, Canada).

ments which betrayed Donitz's virulent anti-Semitism were weeded out of the files by his supporters before he came to trial. And an order to his submariners, an instruction alleged at Nuremberg to be an incitement to murder shipwrecked sailors, was couched so ambiguously that it could not amount to direct evidence of war crime.

Faith

To the very end of the conflict, the Grand Admiral kept faith with his Führer — and the "simple sailor's" terrible inheritance was a mark of Hitler's faith in him. As Armageddon approached Donitz exhorted his war-weary men to "fight fanatically" and to "stand fanatically behind the National Socialist state."

Although a professionally brilliant admiral who was adored by the men he led, his exaggerated sense of duty, moulded in the outmoded traditions of Prussian militarism, had brought him to that pass.

An underlying insecurity led him to shut out unpleasant events of his life and the excesses of the cruel regime he served. He was morally blind, self-deceptive and always felt he could do no wrong. As a young



Was Donitz as bad as the rest? The Grand Admiral (circled) with Hitler and Goring.

man he exaggerated his anyway distinguished First World War exploits; as a war leader he sought to shift on to others the blame for setbacks; as head of state he lied to his people and to his men.

Finally, after the German surrender, he sought with some degree of success to distance himself from the Nazis. During the short life of his government he even asked the allies to allow the Reich to try the criminals.

Speer

He was unrepentant to the end and while in Spandau deceived himself that Germany would reinstate him. Mr. Padfield reports a conversation which Albert Speer (Hitler's Armaments Minister) said he had with Donitz the day before the admiral was freed in 1956. Speer, who in Hitler's bunker had obliquely recommended Donitz as the Führer's successor, said he was told by his ungrateful fellow prisoner:

"What did I have to do with

politics? But for you, Hitler would never have had the idea of making me head of state. All my men have commands again. But look at me! Like a criminal. My career is wrecked."

Speer, stung, retorted: "You and the others here have endlessly talked about honour . . . This war killed millions of people. More millions were murdered in the camps by those criminals. All of us here were part of the regime. But your ten years here perturb you more than the 50 million dead. And your last words here in Spandau are — your career!"

"Donitz — The Last Führer" is published by Victor Gollancz, price £12.95.

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Shetland pipes up over royal ceremonial

SMALL SHIPS do care about correct ceremonial. I refer to the suggestion by CPOSEA A. J. Duncan (Letters, February) that HMS Shetland did not pay the correct marks of respect to His Royal Highness the Prince of Wales.

Chief Duncan was correct in one respect: the Prince is not entitled to have the side piped for him. In fact, he didn't have the side piped for him.

In accordance with QRRN Article 1301 Table 13-1(4) Column 3, Articles 1306 and 1307, BR 67(2) Volume II (Revised 1981) (Admiralty of Seamanship) Page 530, HMS Shetland's ceremonial piping party piped the "Still" on the approach of His Royal Highness's barge and piped the "Carry On" when HRH was clear of the gangway area.

It must be appreciated that HRH was paying an informal visit and that HMS Shetland does not carry a band, bugler or

LETTERS EXTRA

the equipment to parade a guard. — H. R. S. Scott, (lieut.-cdr.), commanding officer, HMS Shetland.

Search for □ helper

I AM anxious to contact a rating who came to my assistance when I met with an accident in Union Street, Plymouth, on February 13. Though he was accompanied by his wife and young baby, he kindly drove me to hospital but had left before I had time to thank him. — John O'Donnell, LSTD, HMS Spartan.

Norwegian □ medal

ACCEPTANCE of the Norwegian Participation Medal, referred to by D. A. Bourton, ex-HMS Hardy (February), is governed by two decisions of King George VI — no duplication of awards (those who took part had the 1939-45 War Medal) and awards had to be made within five years of the action.

The decision taken by the Sovereign was, to quote the Minister of State, "based on a traditional honours policy dating back four centuries to

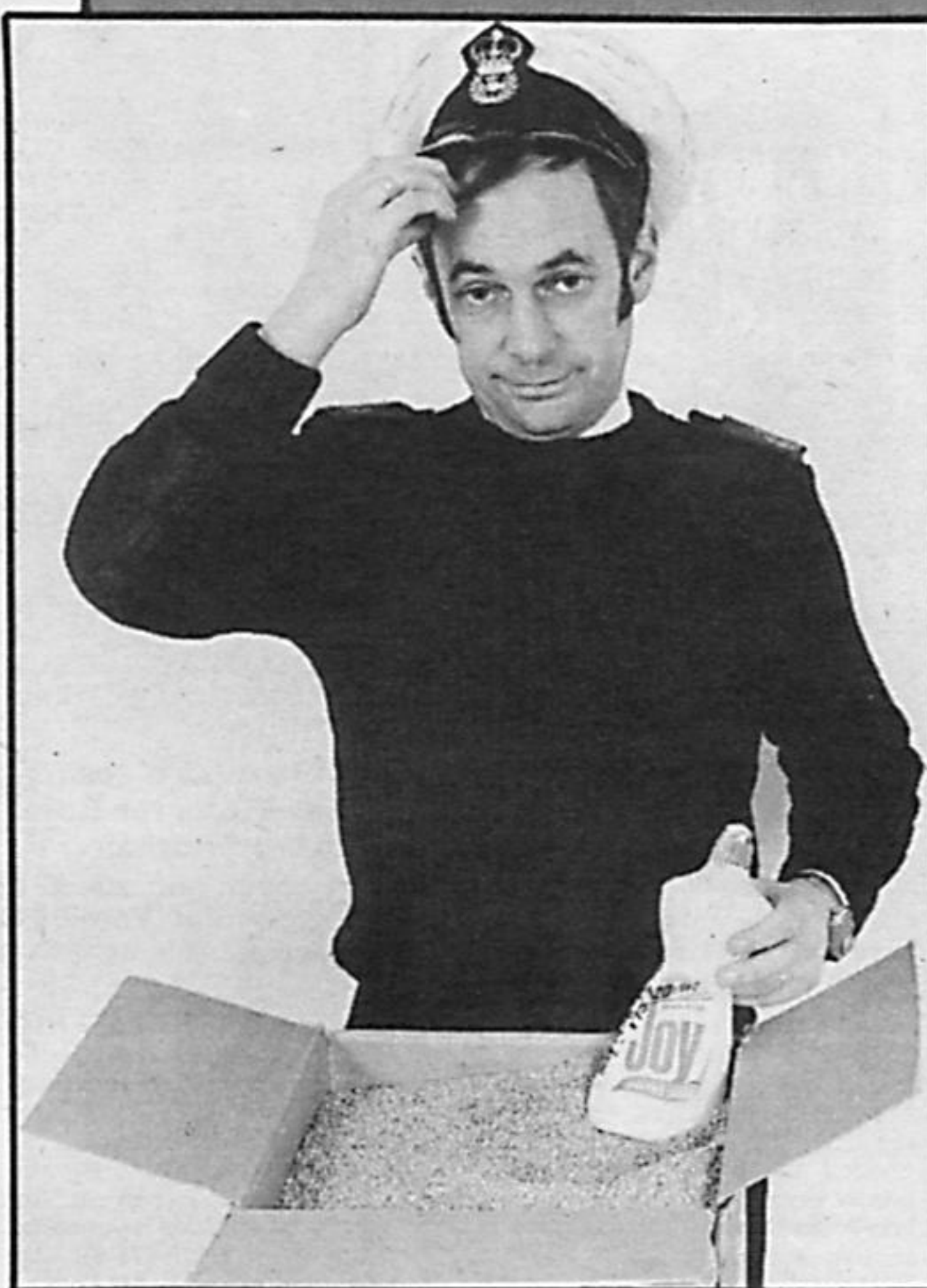
Queen Elizabeth I."

The refusal to allow the medal to be presented to Battle of Narvik survivors has nothing to do with the Ministry of Defence. — Ed Gordon, Southsea.

Melbourne □ memories

YOUR excellent article on HMS Invincible's stay in Wellington, New Zealand when 8,000 visited the carrier, reminded me of the battleship King George V calling at Melbourne in 1946. I was a stoker on board, and the visit attracted a Wembley-sized crowd, the newspaper reports talking of 100,000 people. Happy days! — C. L. Bird, Gainsborough, Lincs.

Nuclear detergent!



WHAT have we got here? CCWEA Barry Gibbs of HMS Resolution scratches his head in disbelief at the contents of a mysterious shipment from the United States received by the nuclear submarine.

The cardboard box was found to contain a single bottle of Joy detergent, an official stores item in the United States Navy, intended for general cleaning around the Resolution's American-designed navigation system.

WATER

Some members of the ship's company think the detergent is meant to be used with the gallon of Philadelphia distilled water received from the States last November!

HMS Resolution is re-fitting at Rosyth.

The Street's Navy link

HAVE any Navy personnel noticed the Royal Navy calendar for 1984 hanging on the door leading into the living quarters of Alf Roberts's shop in Coronation Street? I wonder how it got there. — Lyn and Frank Halton (ex-PO, FAA), Blackburn, Lancs.

Another reader, J. L. Wynne (ex-CYS and chief AH1), has also spotted it and written from Warrington to say so.

Where the Fu-Fu bird hatched

IN REPLY to the appeal for information (January issue) about the origins of the "Fu-Fu" bird, I can tell you that when I was a midshipman doing my four months' destroyer time from HMS Hood in 1921, I heard a lot about this creature which had appeared earlier in the year at the time of the coal strike.

According to what I heard from others in HMS Whirlwind, to which I was appointed then, the Fu-Fu bird started in HMS Wryneck, a half-leader of the First Destroyer

Flotilla. She was then in Chatham Dockyard. The drawings appeared on boxes, packing cases, and then on bulkheads and doors in the ship.

NAVAL BATTALION

Later when the Naval Battalion was sent to Doncaster during the coal strike, the Fu-Fu bird made its appearance in large numbers around that town.

As far as I know the originator of the drawings was never detected. The idea may have been partly inspired by the fact that the

ship's badge was a bird, a wryneck. — V. F. Smyth, Wimbledon SW19 4RY.

I BELIEVE the Fu-Fu bird was hatched aboard HMS Royal Oak in which I served as a stoker, 1919-1921, and was possibly the brainchild of one AB Birdie Matthews, whose cartoons were posted in the recreation spaces each evening, depicting a "funny" that had occurred during the day.

As Birdie was some years my senior, and I am now 82, I should think he has long ago gone to roost, as also has Fu-Fu. — S. M. Brown, Dartford, Kent.

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Applications are invited for boarding places at this historic school which offers a full range of courses for pupils aged 11-18. Boys may be admitted from age of eight if musically gifted. Fees £690 per term. Strong sixth form with sound A level record.

Further details and prospectus from Headmaster
Telephone Southwell 814000

NEWLANDS SCHOOL

SEAFORD - EAST SUSSEX - Telephone (0323) 892334
CO-EDUCATION FROM JANUARY 1984

Newlands was opened in 1814 and, since its foundation, the Headmasters have all been members of one family. There are 210 boarders and day children aged 7-13½. The boarders sleep in the main building and are supervised by the Headmaster, his wife, and four matrons, one of whom is a trained nurse. The school is surrounded by 15 acres of land, of which 12 acres is set aside as playing fields. The grounds include an all-weather football pitch incorporating 3 hard tennis courts and basketball court. There is a large indoor heated swimming pool providing swimming throughout the year, an indoor rifle shooting range, carpentry workshop, home economics room, and the music centre covers the tuition of a wide range of instruments.

Association football, rugby, hockey, cricket, athletics, netball and tennis are the principal organised sports. Boys and girls are prepared for the Common Entrance and Scholarship examinations to all public schools and to Newlands Manor, our own senior school. Newlands undertakes the responsibility for all travel to and from the school, visa applications and transport to Heathrow and Gatwick (only one hour from the school). We also arrange for families known to us to welcome children for half terms in cases where relatives or guardians are not available.

In addition to the Service grants, a further 10% reduction in boarding fees is given.

Prospectus and further information from the Headmaster

WEST BUCKLAND SCHOOL

NORTH DEVON

(Co-educational boarding and day places)

- ★ A quiet location in unspoilt countryside
- ★ Small set sizes and sound academic standards
- ★ A disciplined caring community
- ★ Many sporting and recreational activities
- ★ Continuity of preparatory and senior schooling

Please write or telephone (STD: 059-86) 281 for a prospectus and details of special terms for children of members of HM Forces.

EMBLEY PARK SCHOOL

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Telephone: Romsey (0794) 512206

Independent Boys' School for Boarders and Day Pupils aged 11-18. Boys prepared for G.C.E. at all levels. Good facilities for Sport and Duke of Edinburgh's Award Scheme.

For prospectus apply to the Headmaster

A SECURE AND HAPPY EDUCATION FOR YOUR DAUGHTER

If this is what you seek, let us provide it for you in Scotland's lovely capital city. Six miles from the airport and two miles from the mainline station

ST DENIS AND CRANLEY SCHOOL

3 Ettrick Road
Edinburgh EH10 5BJ
Telephone 031-229 1500

BOARDING AND DAY SCHOOL
FOR GIRLS

Aged 9 to 18 years

We offer a sound education in a caring atmosphere. Preparation for Scottish Examinations. Ordinary and Higher Grade and G.C.E. A level. Small classes permit individual attention. Full range of sports and extra-curricular activities

Termly fee

Board and Tuition £935-£1045
Tuition only £400-£510

10% reduction for children of serving members of H.M. Forces

All inquiries welcome

Send for Prospectus to the Headmistress and come and visit the school when on leave

Royal Naval Benevolent Trust

Leprosy victim seeks help

LEPROSY is a disease which seems remote in time and place from our society — so it comes as a shock to learn of a case close to home.

Last month the RNBT received an application for help from a former able seaman who, on leaving the Royal Navy, joined the Army and served in Kenya. In 1954 he contracted leprosy and was invalided.

Although the disease has been controlled to some extent by drugs, the victim has recently had to have his left leg amputated below the knee after having suffered loss of fingers and toes and having lost all sensation in hands and feet.

As this edition of Navy News went to press, the RNBT was making searching inquiries to find out the most constructive way to help.

STANDING UP TO ADVERSITY

SEVERE head and back injuries suffered in a road accident in 1982 led to CPOAEA(R) John Reed being invalided from the Royal Navy as a paraplegic ... and facing a future confined to a wheelchair.

But he was determined that it would not affect his chances of civilian employment. As his rehabilitation progressed at Yeovil Hospital and Rookwood Spinal Unit, Cardiff, he set his mind on equipping himself with an invalid chair which would give him maximum mobility.

He finally selected a Levo "Stand-up" wheelchair — but he could not go ahead with the purchase because he was restricted by cash reserves. He needed the chair before being finally invalided from the Royal Navy and he was hoping to secure employment by early 1984.

Coinciding with the need for the "Stand-up" chair, John and his wife Jill had to sort out their residential problems. They sold their house at Kenton-Mandeville, Somerset, in order to buy a bungalow in Yeovil which could be adapted to accommodate his wheelchair.

Meanwhile, moves were afoot to help raise the £1,760 for the

chair itself — and the first £1,000 was raised before the Royal Naval Benevolent Trust was contacted. Dr. Tony Simmonds, who has a practice at Yeovil, was responsible for the first £800 with a run in the London Marathon sponsored by, among others, RN air station Yeovilton and HMS Osprey. Sale of John's motor-cycle realised another £200 — and the RNBT gave a further £500.

John was finally invalided from the Navy in December, 1983 — but his job prospects did not materialise.

Undeterred, he is now thinking of setting up his own electronic maintenance business, concentrating on cordless telephones.

Telephones play a big part in the lives of the disabled and John is no exception. "It's nice to be able to stand up when the phone rings and I would like to publicly thank all for contributing towards the purchase of the 'Stand-up' Wheelchair which has made this possible," he said.

Cautionary note: One of John's biggest shocks was the fact that although he had fully comprehensive motor insurance this did not include a personal injuries element. From conversations with others since his accident he realises that most people think they are fully covered when they are not. His advice is to read the small print.

The need for insurance cover when travelling abroad is reflected in the case of a 63-year-old ex-AB who made a pilgrimage to the Continent to visit his brother's wartime grave.

He did not contact his local DHSS office (Contributions Section) for the appropriate form for travelling to a member country of the Common Market; neither did he take out personal private insurance cover.

Heart attack

Sadly, he suffered a heart attack abroad, was admitted to hospital and needed ambulance conveyance home. With no insurance cover, and no cash reserves to meet the expense, an approach was made to the RNBT.

Investigation revealed that the bill received from the French hospital for 3,144 francs was the percentage not covered by the French authorities under EEC arrangements. The RNBT is now negotiating with the hospital to obtain a settlement figure.



Reaching for the top ... John Reed in his stand-up wheelchair.

Picture: Eugene Taglione

FROM RNBT's POSTBAG ...

FROM the mother of a young rating who died in December (he was a member of the RN and RM Dependents Fund):-

"Thank you for your letter of January 4 and kind expressions of sympathy, and also for your kind offer of help. The Royal Navy has been a tower of strength and has cushioned us considerably at this trying time. We cannot escape the sorrow but we have been shielded from a great deal of difficult detail, for which we are grateful."

□ □ □

From an ex-PO Writer who was helped by the RNBT and the Royal British Legion after experiencing long-term unemployment, alcoholism and debts following the tragic death of his wife:-

"During my naval service I served on several welfare committees, recommending applications to the RNBT. I never thought in those days that one day I would have to consider making an application myself. I do not know how I can repay your kindness but for the moment at least I have offered to assist the local branch of SSAFA with their next flag day."

□ □ □

From the wife of a 65-year-old ex-sailor suffering from terminal cancer after the RNBT had granted more than £670 to help clear outstanding liabilities resulting from the collapse of his business:-

"It is just a matter of months before he dies and your grant has removed much worry. People knock bureaucracy but I have found nothing but kindness and help all round. It was the hospital social worker who started the ball rolling with you. I would never have thought of it or of the assistance the DHSS has given, as has the Health Service. When I am tired and despondent it is a comfort to reflect on all the kindness received from unexpected sources."

□ □ □

From the widow of an ex-PO, with five children, helped with a grant of £229 towards the rates:-

"I cannot express my feelings when I read and re-read your letter. I am most grateful, not only for your practical and financial help but for the understanding shown to me. Many thanks to you all."

TAKE THE STRAIN!



The RNBT is certainly taking the strain. In the past 12 months it helped naval families to over £½ million (£546,000).

Applications for assistance to the Grants Committee, 2A Tipner Road, Portsmouth, Hants. PO2 8QR.

General inquiries to Head Office, High Street, Brompton, Gillingham, Kent. ME7 5QZ.

Changes at the top

CMEM Harry Macartney, chairman of the Portsmouth Local Committee of the RNBT for two years, decided to resign at the end of 1983 to make way for others who could prepare themselves to take over the reins later on.

Although CMEM Macartney had derived an enormous amount of satisfaction from his chairmanship and was reluctant to move on, his generous decision was made in the interests of continuity ... he was firmly of the opinion that the organisation had to come first.

Another Harry, FCMEM Harry Burke, was elevated from his deputy's position to take over as chairman from January 1 and he was succeeded by FCWEM Brian Simpson. Harry Burke's year had a particularly auspicious start, for he was



FCMEA Bill Gartell



FCMEM Harry Burke

Picture: J. C. Lawrence

appointed an MBE in the New Year Honours.

WO2 Terry Hayes, chairman of the Devonport Local Committee, felt that his job responsibility at Lympstone made him rather out of touch with the RNBT requirements in the

Devonport area and decided to relinquish office to make way for someone with greater availability. This enabled FCMEA Bill Gartell, whose previous chairmanship was interrupted by service in the Falkland Islands, to return to office.

An appeal to higher authority . . .



It's time for a break on Gulf Patrol

HM SHIPS Glamorgan and Brazen took a break from their Gulf Patrol duties last month to visit Colombo, Sri Lanka.

They were later parting company, the Brazen calling at Diego Garcia and the Glamorgan visiting the Indian ports of Cochin and Bombay.

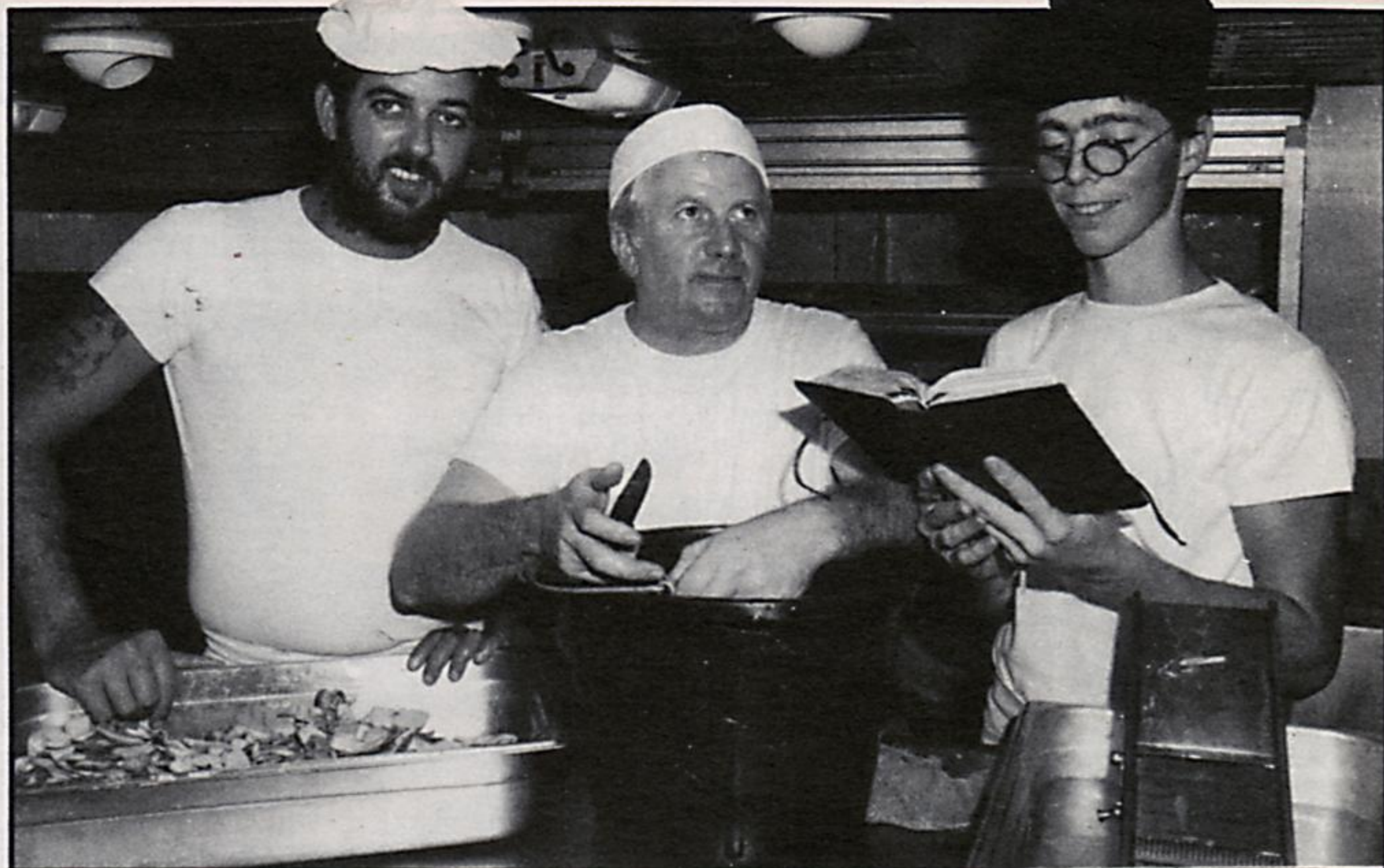
Both ships were also due to visit Pakistan and are expected home in time for Easter. They left the United Kingdom before Christmas, and were involved with the multi-national fleet standing off the Lebanon before sailing on to the Gulf.

FLAGSHIP

On February 3 the Glamorgan became Fleet Flagship when Commander-in-Chief Fleet, Admiral Sir William Staveley, transferred his flag to the destroyer for a visit to Muscat.

The C-in-C. was making a comprehensive tour of Royal Navy bases, taking in locations including Hong Kong, Singapore, Cyprus and Diego Garcia. The flag reverted to HMS Warrior on February 6.

When the Brazen visited Abu Dhabi, 75 of her ship's company donated blood. The local blood bank has to import blood from the USA.



Above — Father McGlynn, HMS Glamorgan's Roman Catholic padre, lifts his eyes for divine guidance before tackling a bucket of spuds that need peeling. Comforting him are LCK Trev Rendell (left) and CK Errol Flynn.

Above left — Pictured in the centre of Mombasa are (left to right), SA David Adams, LMEM Vincent Burdett, LWEM(O) Garry Richardson, WEM(R) Phil Davy and MEM Roger Ward, all of HMS Glamorgan.

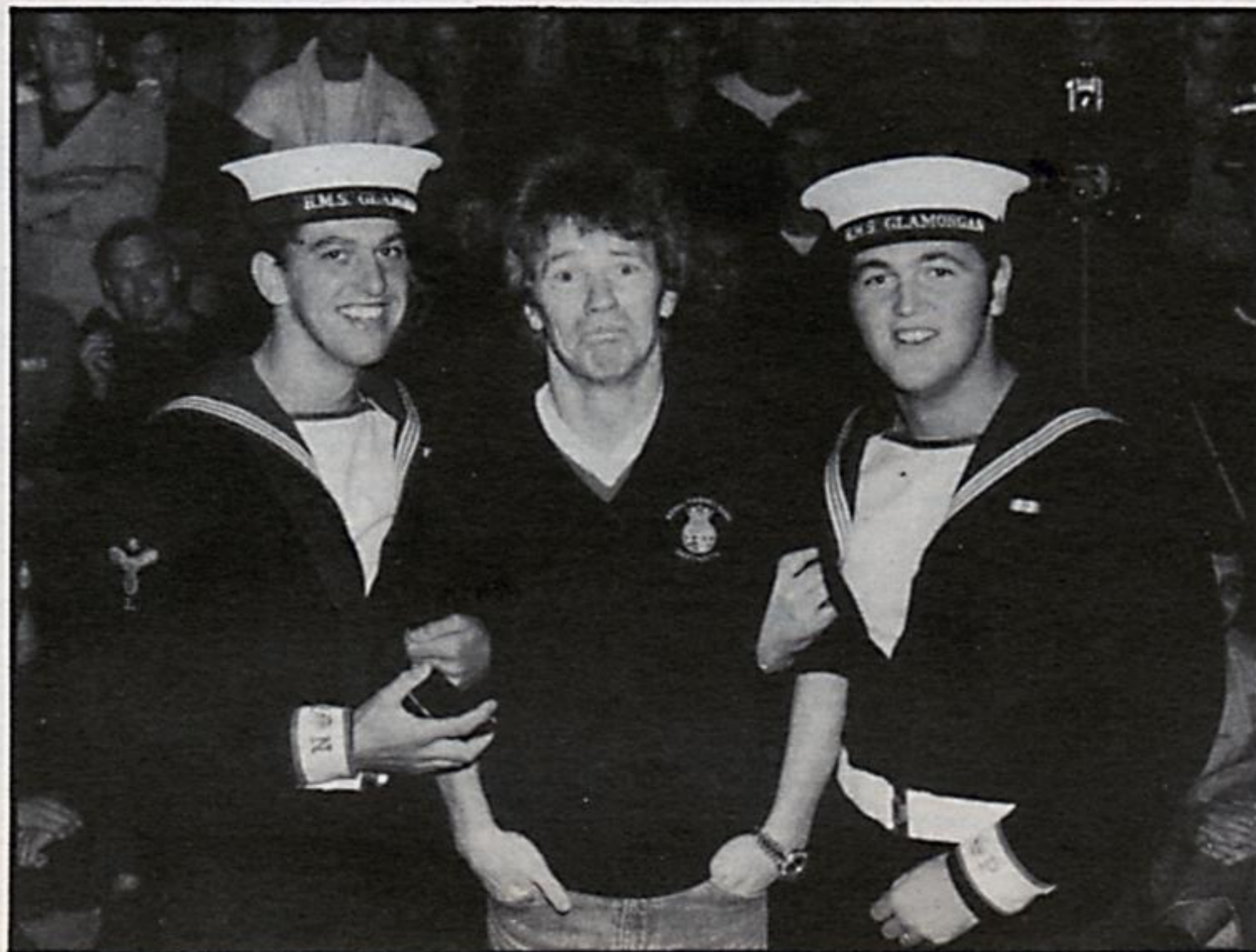
Right — Men from HMS Glamorgan pictured at a woodcarving centre while their ship was at Mombasa. From left to right, the sailors are AB(S) Simon Butler, WEM(R) Graham Headland, WEM(O) Steven Batchelor and MEM Andrew Spoors.



Jim's nicked!

Below — Comedian Jim Davidson heard by chance that HMS Glamorgan was in Bahrain and offered to give an off-the-cuff performance on board. His visit was a great success, although it did end with

Jim being "nick nicked" by two burly regulators, LMEM Skee Orpinski (left) and WEM(R) Phil Davy (right). Jim and folk singer Richard Digents also put on a special show for HMS Brazen at Abu Dhabi.



Pictures: LA(Phot) Ian Wrightson.

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NN3/84



ROYAL NEW ZEALAND NAVY

A vacancy currently exists in the Royal New Zealand Navy for one -

COMMANDER

(Weapon and Electrical Engineering)

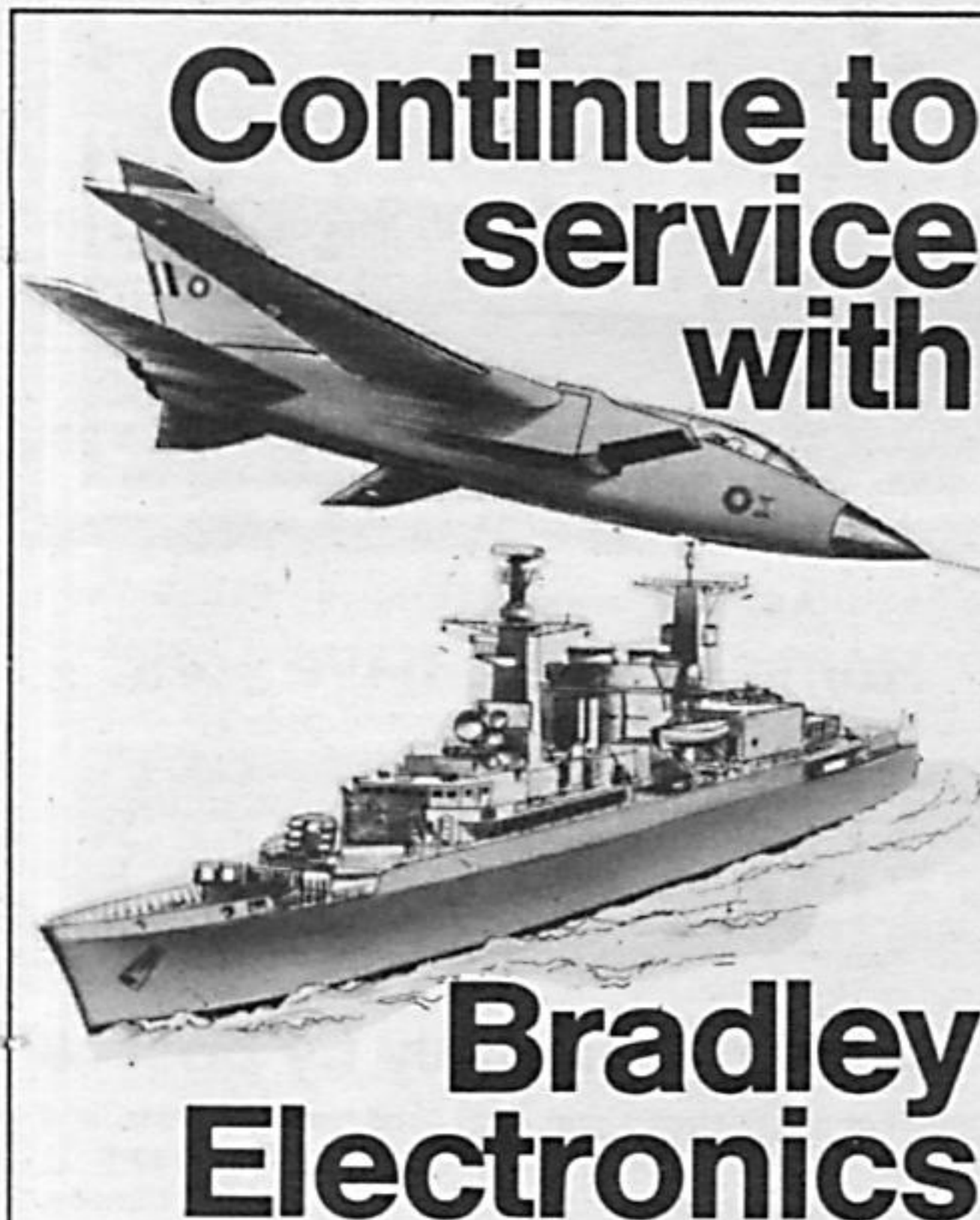
Preferably not more than 45 years of age, he should have Leander/Type 12 experience, and recent staff experience would be an added advantage.

While a General List Officer would be preferred, a suitable Special Duties List Officer would be considered

Successful applicant, wife, and dependant children will have their fares paid to New Zealand. Assistance will also be given with the actual expense incurred in the removal of personal effects. Before leaving for New Zealand applicants would be required to enter into a bond to serve in the Royal New Zealand Navy for at least three years.

For full details please apply without obligation to:

The Migration Office
New Zealand High Commission
New Zealand House
Haymarket
London SW1Y 4TQ
Telephone 01-930 8422



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NAVY NEWS READER SERVICES

PROMOTIONS TO CHIEF

AUTHORITY for promotion of the following ratings to chief petty officer was issued by HMS Centurion in February:

OPERATIONS BRANCH (SEAMAN GROUP)

To CPO(OPS)(R) — T. Michael (Glamorgan), K. Fitzsimmons (Osprey).
To CPO(OPS)(S) — B. J. Prowse (Tartar).
To CPO(OPS)(M) — J. A. Rooney (Dryad), C. Evans (Londonderry).
To CPO(OPS)(EW)CRS(W) — R. W. Snodden (CNOCS Group).
To CPO(D) — F. J. Stanley (FOST).
To CWREN(OPS)(WA) — J. E. Vernon (Fleet Eng. Portsmouth).

COMMUNICATIONS GROUP

To CRS — T. J. Buesnel (COMCEN Whitehall), H. N. Lee (Mercury).
To CCY — I. J. Bissell (Invincible).
(REG. PT AND R)

To MAA — M. F. Cahill (Neptune).

SUBMARINE SERVICE

To CRS(SM) — B. Cropper (SM1), M. H. Boulwood (Churchill), R. M. Parker (Oberon).
To CPO(UW)(SM) — K. R. White (Dolphin).

MARINE ENGINEERING

To CMEM(L) — J. Ridley (Anglesey).
To CMEM(M) — J. D. Pollard (Cochrane), W. G. Norgrove (Sultan), D. T. McGinley (Middletown).

WEAPON ENGINEERING

To CWEM(O) — G. Blake (Illustrious), P. B. Hooson (Minerva).

SUPPLY AND SECRETARIAT

To CPOWR — W. G. Costello (Cochrane).
To CPOSA — S. R. Bryant (Defiance), I. G. Adams (Neptune).
To CPOCK — D. J. Farrow (Nelson).
To CPOST — E. S. Scammell (Hermione), R. J. Page (Andromeda).

FLEET AIR ARM

To CPOACMN — R. P. Henshaw (RNAS Culdrose).

ACTING CHARGE CHIEF ARTIFICER

Authority was issued by Centurion in January for the following ratings to be promoted to acting charge chief artificer:

CPOAEM(M) — M. J. Sandford (829 Sqn).

CPOAEM(M) — G. A. Burnett (Illustrious), T. Miles (Antrim).

CPOAEM(M)(SM) — P. Webb (Trafalgar), J. A. G. Cameron (Valiant), C. Wastney (Neptune).

CPOAEM(EL)(SM) — R. N. Dixon (Trafalgar), Z. U. D. Fazal (Neptune).

CPOWEA(WDO) — P. K. Garner (Glamorgan).

CHIEF PETTY OFFICER ARTIFICER

HMS Centurion has been notified of the following promotions to chief petty officer artificers which were made by commanding officers in November:

CPOAEM — B. J. Bidwell (Fairmouth), C. D. F. Burton (Conqueror), G. I. Dunn (Charybdis), M. J. Hall (Aethusa), P. Ogburn (Danae), T. J. Stephenson (Newcastle), N. R. Taylor (Danae).

ACPOAEM — J. A. V. Allard (Defiance FMB), N. A. Bryce (Fearless), A. C. Butler (Broadsword), S. M. Lennon (Valiant), R. J. Troke (Neptune NT), N. Q. Weatherhead (Sceptre), A. Ross (Superb).

CPOAEM(L) — J. S. Turner (Battleaxe).

ACPOAEM(L) — S. R. Phillips (Active), J. W. Smith (Alacrity).

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CPOMEA(M) — P. D. Dawes (Superb), K. P. Francis (Invincible), W. T. Melvin (Gurkha), P. Reid (Antrim), B. O. Young (Fearless).

ACPOAEM(M) — P. J. Faulkner (Captain SM1), G. B. R. Piper (Brazen), M. A. Pomeroy (Vernon), D. J. Squires (Battleaxe).

CPOAEM(W) — J. R. Heminsley (NATEC), G. Holden (801 Sqn).

ACPOAEM(L) — C. H. Tassell (800 Sqn), A. Williams (801 Sqn).

CPOAEM(WL) — D. K. Beedon (RNAS Portland).

CPOAEM(M) — M. J. Morris (Heron).

ACPOAEM(M) — D. H. Barnum (RNAS Portland), P. L. Billing (Seahawk).

CPOAEM(R) — P. M. Doyle (Daedalus AE school), J. D. Knight (RNAS Portland).

CPOWEA — B. L. Butler (Repulse Std.), I. C. Ferguson (Defiance FMB), T. C. K. Joyce (Newcastle), I. R. Moore (Collingwood), A. Parsons (Neptune Base Ops), S. W. Rogers (Newcastle), K. R. Storer (Lowestoft).

ACPOWEA R. L. Barney (Conslought), R. Casswell (Defiance FMB), D. J. Goodall (Dolphin SM School), J. Streets (Renown Stbd).

FIRST CLASS TECHNICIAN

HMS Centurion has been notified of the following promotions to first class technician which were made by commanding officers in November:

ACT1 — J. R. Skell (9 Sig Regt).

CT1 — R. M. Taylor (9 Sig Regt).

AMT1 — A. W. E. Routledge (Seahawk), P. F. Scurr (RNH Plymouth).

WE ARTIFICER CANDIDATE ROSTER

Latest course detailed WEACIC 42, start date December 3 1984.

Roster dates of highest men not yet detailed for course: (O) - 11/81; (R) - 2/82.

OFFICER PROMOTIONS

THE following ratings have been selected for promotion to commissioned rank:

To acting sub-lieutenant E WE: D. J. Harman, J. C. H. Lyons, D. B. McClenaghan, S. J. Marsh, A. Morgan, M. R. Newton, J. D. Pendrey, S. R. Philibrown and P. Wilson.

To acting sub-lieutenant E WESM: R. Foubister, A. Nelson, H. A. Nelson, S. F. Richardson, A. P. Robertshaw, R. W. Robshaw, P. V. Webb and P. L. Westcott.

A further six candidates who qualified in this and previous examinations were also considered by the board but were not selected on this occasion.

BOARDS convened to select FCPOs for promotion to temporary acting sub-lieutenant (SD) have selected the following candidates for promotion:

To be promoted on May 7:

To temporary acting sub-lieutenant (SD)(E)(WE): FCWEAs J. C. Boyce, S. J. Rowe, R. J. Milligan.

To temporary acting sub-lieutenant (SD)(E)(AE)(M): FCAEA P. Mathieson.

To temporary acting sub-lieutenant (SD)(E)(AE)(L): FCAEA E. C. D. Corder.

To temporary acting sub-lieutenant (SD)(E)(ME): FCMEA(P) R. D. Thompson, FCMEA(P) F. W. Warren, FCMEA(L) R. H. S. Caul.

To temporary acting sub-lieutenant (SD)(S): FCSAs D. R. McKerracher, A. M. Rootes, A. Williams.

To be promoted on September 3:

To temporary acting sub-lieutenant (SD)(E)(WE): FCWEAs E. W. Metcalfe, B. E. Healey.

MERIT MEDALS

MERITORIOUS Service Medals awards to RN and RM personnel:

For second half of 1983:

A CSGT J. T. Bass RM, WO2 P. M. Bunce RM, CRS A. L. Chapman, FCPO(D) B. F. K. Cornick, FCWEA L. W. J. Eales, A. FCWTR D. Edgar, WO2 D. W. Edwards RM, FCMEA(L) E. W. Farnon, CPO(OPS)(M) G. Franks, FCWEM(R) R. Gilbert, FCMEA(P) E. L. Green, CPO J. R. Gunstone, CPO(SEA) F. Hamilton, FCWEA R. Hazeldine, FCAEM P. M. Jackson, CPOWEA K. A. Lee, FCAEA G. J. Llewellyn, FCMEM J. R. Logie, CPOWEA B. A. Lonsdale, CMT(RIA) G. Lyons, CPOAEM(H) J. Moss, WO2 D. Smith RM, PO(S) W. F. Smith, FCMEA(P) W. M. Smith, MAA G. D. Strong, CAEM(R) B. A. Vidler, CSGT P. M. Walton, RM, FCWEM A. S. Weatherston, A. FCRS D. Woodland, A. LWO2 A. B. Young RM.

For first half of 1984:

FCAEA R. F. Adley, CPOWEA W. Backshell, CPOAEM(M) J. G. Batty, CPOAEM(CAS) F. Bingham, CPOWTR(CAS) E. Birkinshaw, CPO(CAS) L. Carter, FCWEA J. Chadwick, FCWEA M. G. Duckett, FCMEA(L) J. Dyer, A. FCMA J. T. Edwards, POMA C. Elias, A. FCRS A. Fox, CRS K. Gair, CPOPT R. W. Ingre, CPOWEA D. Kennard, CPOAEM(M) D. C. Leach, FCMA M. H. C. Linzey, A. FCAEA P. Mathieson, A. CPOCK H. C. McCully, A. FCY D. R. Moore, CPOWEA E. A. Newton, CPOPT R. G. Pease, A. WO1 A. C. Pridmore RM, CPO(OPS)(R) I. G. Ranger, FCMEA(H) D. K. Rodgers, CPO(OPS)(M) E. C. Savage, CPOAEM(M) J. M. C. W. Scott, FCMEA(P) J. G. Selwood, A. FCRS(SM) I. W. Tyson, FCSA A. Williams.

PEN-PALS

READERS seeking penfriends in the Royal Navy are listed below. Any sailor who writes to an applicant must use a stamped addressed envelope bearing the applicant's name and town. The letter should be enclosed in a second envelope addressed to "Pen Pals," Navy News, HMS Nelson, Portsmouth. On receipt the replies will be redirected — but only if they have been stamped.

Jenny (18), single, 5ft. 7in., brown hair, hazel eyes, Romford Essex.

Sue (20), single, 5ft. 6in., brown hair, blue eyes, Southampton.

Katrina (19), single, 5ft. 3in., brown hair, brown eyes, Gloucester.

Jane (22), single, 5ft. 7in., brown hair, brown eyes, Halesowen, W. Midlands.

Chris (31), single, 5ft. 2in., brown hair, hazel eyes, Plumstead, London.

Felicity (30), single, 5ft. 5in., brown eyes, Weybridge, Surrey.

Jayne (22), single, 5ft. 4in., brown hair, blue eyes, Halesowen, W. Midlands.

Linda (28), single, ginger hair, brown eyes, Southmead, Bristol.

Audrey (55), divorced, 5ft. 7in., brown hair, blue eyes, Warsash, Hants.

Yvonne (25), divorced, 5ft. 1in., auburn hair, brown eyes, one son (5), Leeds, Yorks.

Jane (27), single, 5ft. 4in., fair hair, green eyes, Plymouth, Devon.

Lynda (17), single, 5ft. 7in., brown hair, grey-green eyes, Bridgwater, Somerset.

Sheryl (18), single, 5ft. 5in., brown hair, blue-grey eyes, Rugeley, Staffs.

Gill (22), single, 5ft. 6in., brown hair, hazel eyes, Heywood, Lancs.

Evelyn (20), single, 5ft. 2in., brown hair, hazel eyes, Glasgow.

Debbie (18), single, 5ft. 2in., brown hair, green eyes, Welling, Kent.

Kaz (23), single, 5ft. 2in., brown hair, green eyes, Manchester, Lancs.

Margaret (19), single, 5ft. 4in., blonde hair, Mildenhall, Suffolk.

Gwen (18), single, 5ft. 4in., brown eyes, Newcastle-on-Tyne.

Susan (20), single, 5ft. 4in., blue eyes, North Shields, Tyne & Wear.

Claire (18), single, 5ft. 6in., brown hair, blue eyes, Chandlers Ford, Hants.

Mrs. C. (39), divorced, 5ft. 7in., brown hair, hazel eyes, two children, Boreham Wood, Herts.

Lesley (29), divorced, 5ft. 6in., auburn hair, blue eyes, three daughters, Plymouth.

Lynne (29), divorced, 5ft. 5in., auburn hair, green eyes, one daughter, Plymouth.

Linda (36), single, 5ft. 7in., brown hair, green eyes, Dunfermline, Fife.

Debbie (22), single, 5ft. 6in., brown hair, blue eyes, Swindon, Wilts.

Sue (17), single, 5ft. 3in., auburn hair, blue eyes, Swansea, Glam.

Jayne (19), single, 5ft. 2in., auburn hair, blue eyes, Oadby, Leics.

Kathy (17), single, 5ft. 4in., brown hair, blue-grey eyes, Stevenage, Herts.

Pauline (27), separated, 5ft. 8in., brown hair, three children, Stoke-on-Trent.

Sharon (26), 5ft. 2in., brown hair, brown eyes, Redhill, Surrey.

Margaret (35), single, 5ft. 7in., brown hair, brown eyes, Ramsgate, Kent.

Debbie (18), single, 5ft. 2in., auburn hair, green eyes, Canterbury, Kent.

Annette (22), divorced, 5ft. 4in., brown hair, hazel eyes, Eastbourne, Sussex.

Linda (24), single, 5ft. 10in., fair hair, blue eyes, Norwich, Norfolk.

REUNIONS

HMS Ardent reunion takes place at the Dolphin Lounge, Co-op, Plymouth at 2000 on May 19. Tickets at £5 are available from CMEA Ken Enticknap, Fairfield, Honcra, Plymouth, Plymouth (tel. Plymouth 45548). Memorial service in St Nicholas's Church, HMS Drake, 1600, at which the ship's bell will be dedicated.

Survivors of HMS Antelope, lost in the Falklands conflict, are holding their second reunion over week-end May 26-28, by sailing in the my Norland from Hull to Rotterdam. The ship's commanding officer at the time of the sinking, Cdr. Nick Tobin, will accompany 59 former members of the ship's company and their families. For further details contact Lieut.-Cdr. D. F. T. Highett, HMS Vernon, tel. Portsmouth 822351 ext. 24982.

Former officers of the Royal Navy, Royal Marines and reservists living in Kent may be interested in joining a Chatham Naval Officers' Association. Members meet monthly in the Royal Engineers' Brompton Barracks. For details, contact Lieut.-Cdr. G. W. Bolton, 5 Hengist Road, Birchington, Kent, tel. Thanet 43260.

Sailors who served during the Second World War in HMS ships Tartar, Nubian, Eskimo and Ashanti may be interested to know that survivors of the Canadian ship Athabaskan are arriving in the UK on April 24, to commemorate the 40th anniversary of the sinking of the Athabaskan, which served with the 10th Destroyer Flotilla, Plymouth, with other Canadian ships.

The survivors will visit Newcastle-on-Tyne, Portsmouth, Southampton, Bournemouth and Plymouth and on April 29, the anniversary of the sinking, and sail for Brittany for a memorial service at Ploeseur cemetery, where 59 Athabaskans are buried.

For further details, contact Emile Beaudoin, 843 Ave St Jean Bosco, Ste Foy, Quebec 10, Canada, who asks if there are any 10th DF associations in England.

The DEMS Association are holding their second reunion buffet dance at Hanworth Royal Naval Association Club, Hanworth, Middlesex, on September 29 (wives invited). For details contact Mr. G. Wilson, 23 Bushy Park Gardens, Teddington, Middlesex, TW11 0LG tel. 01-977 0123.

At the Ganges Association reunion at Shotley Gate, to be held over week-end May 11-13, a wooden barrel seat made from the timbers of HMS Ganges will be displayed.

A reunion of Art

CALLING OLD SHIPMATES

Calling All Medical Assistants: To mark the centenary of the Medical Assistant Branch, formerly the Sick Berth Branch, introduced into the Navy by Order of Queen Victoria on October 17, 1884, a series of events are planned throughout the year.

Two reunions will be held — one at Plymouth on July 21 and 22 and one in Portsmouth over week-end August 24 to 26. On the anniversary date, October 17, a commemorative post office cover will be issued and there will be a sports day and anniversary dance at RNH Plymouth. For further details contact Lieut-Cdr. Colin Coburn, RN Hospital Haslar, Lieut-Cdr. David Park, RN Hospital Plymouth or Lieut-Cdr. Derek Shore, RN Hospital Gibraltar.

Mr. H. J. Webb, 11 Northampton Lane South, Moulton, Northampton, NN3 1RJ, would like to trace his cousin, Alfred Webb (ex-SBA) who served in HMS Illustrious during the Second World War.

Mr. P. Gandy, 19 Frampton Road, Pimperne, Blandford Forum, DT11 8UU, wonders if there are any ex-HMS Boadicea crew around who remember him as the signal boy who joined the ship in May 1916.

Mr. R. F. Simmonds, 22 Cranham Gardens, Cranham, Nr. Upminster, Essex, (ex-AB) would like to hear from any old shipmates who served in HMS Wild Goose 1951-53, including the Persian Gulf.

Mr. Len Banks, ex-Tel, 21 Buxton Lane, Droydsden, Manchester M35 6HL, tel. 061-370-5165, would like to contact ex-Tel David Beattie of Kilmarnock, also ex-PO Tel. Archie Sillitoe and ex-Cook Albert Garget, both of Newcastle-on-Tyne, who served with him in HMS Carlisle, 1941-42.

Mr. D. W. Dukes, 12 Beauty Bank Crescent, Stourbridge, West Midlands DY8 3TF, would like to contact members of 3rd Commando Brigade HQ, Malta 1954-56, particularly William (Scouse) Cowperthwaite, last known address, 22 Alt Street, Liverpool 8.

Mr. D. Newell, 5 Glebe Road, Didcot, Oxford (school drummer), would like to hear from members of Drake 51 boy seaman's class, HMS St George, Isle of Man, especially Titch Jackson, Gaytor and Baxter.

Mr. G. Meakin, 3455 Glen Erin Drive, Apt 708, Mississauga, L5L 2G2, Ontario, Canada, who retired from the Navy in 1970, would like to hear from former shipmates of Anson 172, HMS St Vincent 1958, and of HM ships Rhyll, Undaunted, Leander and the HMS Victory, now HMS Nelson, Seafarmer School (1967-70).

Mr. H. Dixon, 10 Highview Drive, Maidstone Road, Chatham, Kent, ME5 9UJ, tel.

0634-61138 and Mr. Bill Cooke, 17 May Road, Rochester, Kent, would be pleased to hear from ex-Writers who joined the Navy, Nov. 29, 1927, also former shipmates of HM ships Cambrian, Froisher, Endeavour, Ramillies and Furious.

Mr. E. L. Cheney, 27 Edith Street, Jarrow, Tyne and Wear, NE32 5HS, who served in the Navy from 1938 to 53, would like to hear from former shipmates of HM ships Brissenden and Dahlia and would like to know if they have ex-Service associations or hold reunions.

Mr. Reg Hillman, ex-LStoker, c/o 204 Upper Elmers, End Road, Beckenham, Kent, would like to hear from former shipmates of HMS Hawkins especially Capt. French who presided at their last reunion. He also wants to know if a further reunion is planned.

Mr. R. R. Lingwood, 227 Wordsworth Way, West Drayton, Middx UB7 9AA, would be pleased to hear from former shipmates of HMS Beaumaris, 1945-46.

Mr. G. E. McKay, ex-CPO LTO, 11 Fearnside Way, Saltash, Cornwall PL12 4HN, is anxious to trace "Taff" Swales, who served 1936-39 in HM ships Hunter and Active, or any former shipmates.

Mr. H. "Willie" Ross, ex-stoker, 5 Walker Crescent, Culoden, Inverness, Scotland, would like to hear from any of the former

crew of the submarine HMS Alliance who stood by in Barrow and were on the short run of West Africa, especially John Medley and Jack Scullion.

Mr. J. Williamson, Basement Flat, 82 Montpelier Road, Brighton, BN1 3BD, East Sussex, who served in HMS Achilles when she was newly commissioned and went to the Far East, would like to trace his opponent Jones who was an REM, whose wedding he attended.

Mr. Charles Haydon Brash, 5 Elm Close, Downham Market, Norfolk, PE38 9PQ, would like to trace ex-WrenTel Betty Murlin, from Whaley Bridge, and ex-Coders Raymond Cox and Eddie Porter of London who trained with him at HMS Cabbala during early 1944.

Mr. P. J. Hart, 32 Ivy Chimneys, Epping, Essex CM16 4EL, tel. Epping 74519, who is a survivor of HMS Intrepid, sunk Sept. 26, 1943, would like to hear from other survivors.

Mr. Hart was the HSD on "A" ship.

Mr. Roy Hemmings, 100 Hill View, Henleaze, Bristol BS9 4QC, would like to hear from former officers and men of HMS Walker who took part in the sinking of the German U-boat 99, commanded by Capt. Otto Kretschmer on March 17, 1941.

Mr. Hemmings is hoping to organise a get-together of survivors of the U-boat, and Capt. Kretschmer with former members of the Walker.

Mr. F. Flintoft, 5 Smeaton Grove, Acomb, York, YO2 5QG, ex-regular Army man, would be interested to hear from anyone who served in the cruiser HMS Norfolk, 1937 or 1940-45, particularly as a rating when the ship was host to the local British garrison of Rangoon, January 1937.

Mr. J. E. Brady (Asdic), 47 Palmerston Walk, Clascro Village, Gateshead, Tyne and Wear NE8 2LU, would like to hear from any of the survivors of HMS Whitaker, torpedoed November 1, 1944, especially LS J. (Tug) Wilson, PO Carruthers, LS Northcott, ABS Proctor, Costello, Allison, Schinks, also AB Lofly Boyden and LS Cheney of HMS Brissenden.

CPOCK F. J. Partridge, H&B Galley, HMS Drake, Devonport, Plymouth wants to contact Mick Brown and Ken Watson of HMS Tenacity seniority dates 1972.

Mr. Reg Clarke, 3 The Orchard, Horton Cum Studley, Oxford OX9 1BW, tel. Stanton St John 385, ex-FOB 81 observing for HMS Arethusa and HMS Warspite would like to hear from other forward observers bombardment who operated inland in Normandy in support of the D-Day bombardment, especially fellow RN Prisoners of War from Marlag near Bremen.

Fada, Loch Killisport, Loch Lomond, Lofoten, London (1964), London (1980), Londonderry, Londonderry (mod), Lowestoft (1964), Lowestoft (1982), Lyness, Lynx (mod), Lynx (pre-mod 1), Lynx (pre-mod 2), Maidstone, Manchester, Manxman, Matapan, Maxton, Mermaid, Minerva, Minerva (mod), Mohawk, Mounts Bay, Murray, Naiad, Newcastle (1956), Newcastle (1979), Newfoundland, Norfolk, Nottingham, Nubian, Oberon, Ocean, Ocelot, Odin, Olmeda, Olympus, Olwen, Onslaught, Onyx, Opossum, Opportunity, Oracle, Orkney, Orpheus, Osiris, Otter, Otus (No. 1), Otus (No. 2), Palliser, Penelope (1971), Penelope (1982), Phoebe (pre-mod), Phoebe (mod), Plymouth (mod), Plymouth (pre-mod), Plymouth (1982), Polington, Porpoise (1959), Porpoise (1979), Protector, Puma, Raleigh Inshore Squadron (Manly, Mentor, Milbrook), Rapid, Reclaim (mod), Reclaim (pre-mod), Redpole, Relentless, Renown, Repulse, Resolution, Revenge, Reward, Rhyll, Roebuck, Rorqual, Rothesay (1970), Rothesay (1981), Russell.

St David, Salisbury (pre-mod), Salisbury (mod), Scarborough, Scapere, Scorpion, Scylla, Sealion, Sheffield (Type 42), Sheffield (cruiser), Shoulton, Sidlesham, Sir Geraint, Sirius (pre-mod), Sirius (mod), Sirius (1983), Sir Lancelot, Soberton, Southampton, Sovereign, Spartan, Speedy, Splendid, Striker, Stromness, Stubbington, Superb, Swifsure, Taciturn, Talent, Tartar (pre-mod), Tartar (1974), Tartar (1982), Tenacity, Tenby, Tidepool, Tidesurge, Theseus, Tiger (pre-mod), Tiger (mod), Token, Torquay (pre-mod), Torquay (mod), Trafalgar, Triumph, Troubridge, Trump, Tyne, Ulster, Undaunted, Undine, Ursa, Valiant, Vanguard, Victorious, Vidal, Virago, Wakeful (frigate), Wakeful (submarine tender), Walrus (mod), Walrus (pre-mod), Warrior, Warspite (1969), Warspite (1982), Whitby, Wilton, Woolston, Yarmouth, Zest, Zulu (1966), Zulu (1982).

SWOP DRAFTS

RO1(T) S. Cameron, 3 Mess, HMS Arrow, Plymouth, two years. Will swap for Scotland or Portsmouth.

MEM(M)1 D. R. Mason, (Scale A), (AMC), 3K Mess, HMS Ajax. Will swap for any Portsmouth ship, including sweepers.

LSA Drummond, Stores Office, RNAS Yeovilton. Will swap for any Portsmouth or Devonport shore base.

MEM(M)1 J. C. Ward, HMS Brionington, drafted HMS Defiance, Plymouth, FMB, early May until early 1985. Will swap for any Portsmouth shore base.

LWEM(R) D. Stratford, 2 Mess, HMS Boxer, home waters. Will swap for any ship deploying, preferably Devonport.

POEM(L) J. Dunne, 115V Cell, HMS Sultan, ext 2660, drafted HMS Brazen, April. Will swap for any Portsmouth ship.

LWEM(O) A. J. Stacey, Matapan 2C, HMS Collingwood, drafted HMS Achilles, Portsmouth, Oct. Will swap for any Batch 1 and 2 Leanders or Type 22 frigates, Devonport.

AB(EW) M. Symons, Ashmore Block, HMS Mercury, ext 623, watch keeping. Will swap for any seagoing ship.

SA Naylor, HMS Heron, Naval Stores, ext 6130. Will consider any Devonport or Portsmouth shore base or ship refitting.

MEM(M)1 Silsbury, (AMC), 3K Mess, HMS Charybdis, deploying April. Will consider anything, anywhere.

POEM(L) F. R. Bristol, HMS Liverpool, deploying Oct. Will swap for any Portsmouth ship not deploying S. Atlantic.

CK S. D. Towres, RN Det., Bardufoss, Clockwork, Norway, BFPO 510, drafted HMS Broadward, Plymouth, June. Will swap for any Portsmouth ship.

POWTR P. Llewellyn, PO's Mess, HMS Brazen, drafted HMS Raleigh (RNSS) July. Will swap for any other Devonport / Portland shore base.

AB(R) P. Brownhill, 3 Mess, HMS Abdiel. Will swap for any Portsmouth shore base, preferably Dryad.

RO1(T) Spencer, 3P Mess, HMS Fal-mouth, deploying March. Will swap for any Portsmouth ship not deploying or in refit.

RO1(T) A. D. Lobley, 3L Mess, HMS Jupiter, deploying Oct., Portsmouth based May, 1985. Will consider any Devonport ship.

AB(R) P. Faichney, 3L Mess, HMS Tartar, drafted HMS Alert, June. Will swap for any shore base Portsmouth or London area or refitting ship.

POSTD P. L. Bowers, Fort Southwick, ext 221, drafted HMS Danae, Plymouth, July. Will swap for any Portsmouth ship.

AB(R) Firth, Barrackmaster office, HMS Defiance, Plymouth, drafted HMS Giamorgan, Portsmouth, May. Will swap for any manual Plymouth ship or shore base.

LMEM(M) B. R. Bennett, HMS Walrus, SM1. Will swap for HM submarines, Odin, Onyx, Oracle, Ocelot or any Faslane inboard draft.

LRO(T) C. T. Way, 3M Port Mess, HMS Apollo, drafted Commens, Whitehall, May. Will swap for any shore base, Portland, Yeovilton or Portsmouth area, or ship in long refit after Oct., Portsmouth area.

ALSTD R. Meadows, 18 Alveston Ave., Peak Lane, Fareham, Hants, tel. Titchfield 47079, drafted HMS Invincible, Portsmouth, April, two years. Will swap for any Rosyth ship.

AB(MW) P. Reed, CWT Portsmouth Dockyard, ext 25169, drafted HMS Endeavour, June. Will consider any draft, preferably Portsmouth ship.

MEM(M)1 Bradley (Scale B), 3N Mess, HMS Newcastle. Will swap for Invincible class carrier.

POSTD Paternotte, Cincnavhome, drafted HMS Charybdis, Plymouth, Oct. Will swap for any Portsmouth ship, deploying S. Atlantic or not.

AB(S) S. B. Warner, 102 Mess, Scott Block, HMS Vernon. Will swap for any Plymouth shore base, including HMS Seahawk. Tel. Warrior Block, HMS Vernon.

LWEM(R) Fraser-Ward, HMS Wotton, drafted Rosyth FMB, April. Will swap for any MCMV, Rosyth.

LWEM(O) W. J. Livingston, 3EZ Mess, HMS Minerva, Plymouth. Will swap for any ship or shore base, Rosyth.

AB(S) N. K. Martin, HMS Achilles, Portsmouth, due eight-month refit Plymouth, May. Will swap for any Portsmouth shore base or ship in long refit.

POWREN STD (O) E. Jasper, c/o Wardroom, RNAS Cuddeose, ext 2123. Will swap for any draft, except Scotland.

MEM(L) Hollings, 4 Mess, HMS Arrow, due to deploy. Will swap for any survey ship or sweeper, or Portsmouth frigate in refit, preferably deploying.

LWTH I. J. Jackson, 6D1 Mess, HMS Illustrious, drafted RNR London, May 1. Will swap for any Portsmouth shore base.

LWEM(R) Watson, HMS Collingwood, 531 Building, ext 551, drafted July, HMS Ariadne, have 1203/FU4 PJT completed. Will swap for any Portsmouth ship.

POWREN STD C. Moffat, HMS Mercury, ext 277, drafted HMS Neptune, May 1. Will consider any swap.

MEM(M)1 D. Spence, Saumarez Block, HMS Nelson, drafted HMS Juno, May, refitting Rosyth until 1985. Will swap for any Portsmouth ship.

MEM(M)1 I. Saxton (Scale A) LRQC 29, HMS Sultan, drafted HMS Minerva, Plymouth, May. Will swap for any Portsmouth or Rosyth ship.

AB(S) M. Reynolds, HMS Vernon, drafted HMS Avenger, May LS(S) billet. Will swap for any Portsmouth ship, deploying or refitting.

POSTD Hughes, HMS Mercury, drafted HMS Birmingham, May, due long refit, Rosyth, early 1985. Will swap for Portsmouth ship, deploying or refitting.

AB(R) Weatherstone, Navs. yeo. manual trained, 1 Mess, HMS Lindisfarne, Rosyth. Will swap for any Plymouth or Portsmouth ship in refit, or not deploying, preferably Plymouth.

MEM(M)1 Richardson, 4F Mess, HMS Bristol, due to deploy, then 18-month refit, Portsmouth. Will swap for any Naval Party, Falklands.

STD J. E. Watkins, c/o Wardroom, HMS Nelson, tel. 24183, drafted HMS Giamorgan, three years, Aug. home waters. Will swap for HMS Illustrious or any other Portsmouth ship deploying.

WEM(O) T. I. Roscoe, CWT, COBIL, HM Dockyard, Portsmouth, drafted HMS Sirius, Plymouth, July. Will swap for any Portsmouth ship.

OVER TO YOU

HMS Cormorant: L. M. Brown, 169 Kingsacre Road, Glasgow, G44 4LX, is seeking information about the loss of HMS Cormorant in 1943, and especially about one of those on board, QARNNS Sister (Reserve) Eliza Jane Mahaffey.

MY Miralda: Mr. J. P. Stanhope, 127 Church Road, Urmston, Manchester, M31 1ET, is researching the history of the Styal Cottage Homes, which "adopted" MV Miralda, believed to be a freighter turned aircraft carrier during the Second World War. He would like to contact anyone with information on the vessel.

Norfolk Names: Mr. D. Robinson, Collingwood, Mill Road, Little Melton, Norwich, NR9 3NT, a member of the World Ship Society, says his branch is hoping to produce a book "The Royal Navy and Norfolk." He would be grateful for information from readers about ships which have borne Norfolk county names.

HMS Faulkner: Mr. G. W. Jeavons, 64 Marlborough Road, Woodsetton, Dudley, DY3 1BL, has a book "Destroyer Leader. A Story of HMS Faulkner." He would be pleased to give it to anyone who served in the ship.

HMS Swift: Mr. M. R. Sullivan, 8 Springfield Way, Threemilestone, Truro, TR3 6BJ, is building a working model of HMS Swift 1907 Dover Patrol, and would welcome the loan of photographs to assist.

Bunce's Island: Mr. P. Woodhouse, 30 Whittington Street, Plymouth, PL3 4EG, asks if any reader knows anything of the history of Bunce's Island at Freetown, Sierra Leone. Who was Bunce? He also seeks a photograph of the floating dock built in the US, and towed there during the war.

Cornwall painting: Mr. D. Smith (ex-POMW), Pinta Pie, Hampton Street, Hanley, Stoke-on-Trent, Staffs, wonders what happened to the wonderful painting of Boy Seaman Cornwall VC, which used to hang at the top of the stairs in the Seafarmer School, HMS St Vincent. Are prints obtainable?

HMS Maidstone: Mr. G. W. Hunt, 82 Florence Road, Wimbleton, SW19 8TJ, has been commissioned to do an oil painting for the HMS Neptune wardroom, the subject being Faslane submarine base when it consisted of the depot ship HMS Maidstone and little else. He would be grateful for the loan of photographs of the Maidstone and her submarine contemporaries.

Helping the handicapped: Mr. E. A. Rogers (ex-POSM), Deputy Warden, Greatfield Lodge, Darley Road, Strood, Kent, writes that since the "Andrew" left Chatham their naval support has gone elsewhere, and he would be deeply grateful for "adoption" by a ship or establishment.

WEM(O)1 D. A. McNie, 6D Stbd Mess, HMS Invincible. Will swap for any Rosyth ship.

LSA J. A. Jackson, HMS Avenger, drafted RNAS Cuddeose. Will swap for any Plymouth shore base or Devonport ship in refit.

AB(S) Commins, ASUAT 8, HMS Vernon, tel. 24580, drafted HMS York, June, building Newcastle. Will swap for any Portsmouth ship.

LMEM(M) M. Elliott, Rosyth FM (Mobile), drafted HMS Ajax, Devonport, May 1. Will swap for any Rosyth ship, preferably a minesweeper.

MEM(M)1 Teague, 4 Mess, HMS Eastbourne, drafted HMS Intrepid, May, refitting Plymouth 1984-85. Will swap for any Rosyth ship.

STD M. Mountford, HMS Jersey. Will swap for any Portsmouth or Rosyth minesweeper, 12 months left on board.

MEM(M)1 Thomas (Scale A), 4 Mess, HMS Eastbourne, drafted Rosyth FMB over six months. Will swap for any Portsmouth ship refitting or Portsmouth shore base.

WEM(O)1 M. R. Turley, FMG Portsmouth Dockyard, drafted HMS Birmingham, Portsmouth, April. Will swap for any Portsmouth ship in refit or not deploying, or Portsmouth shore base.

SA A. J. Mears, 3F Mess, HMS Diomedes, Portsmouth refit until July. Will swap for any Portsmouth seagoing ship. Contact Portsmouth Dockyard ext. 22917.

WEM(R)1 J. Woodward, 12 Mess, HMS Achilles, refitting (Devonport) in May for nine months. Will swap for any Portsmouth shore base or ship in long refit.

*The Lodge is a hostel for 25 mentally-handicapped adults, helping them towards leading a normal life.

Field Gun Contest: Mr. A. Spedding, Heckwood Farm, Samford Spiney, Yelverton, Devon, is writing an account of the field gun contest and would welcome anecdotes from those connected with the event.

War in the Far East: Dr. C. Wood, Department of Sound Records, Imperial War Museum, Lambeth Road, London, SE1 6HZ, is hoping to record the reminiscences of naval personnel who served in either HMS Prince of Wales or HMS Repulse at the start of the war against Japan in the Far East. He asks if readers will help.

Lieut. R. H. Woods: Mr. T. Stone, 228 New North Road, Hainault, Ilford, Essex, 1G6 3BS, has five albums of photographs of Lieut. R. H. Woods, RN, whose last ship was the Nubian (1964). He would like to contact Lieut. Woods or family. The albums were bought at a market stall.

Photograph HMS St Vincent: Two group photographs of naval airmen attending the "Nelson" Observers Course at HMS St Vincent, July 29-September 22, 1940, have been passed to Navy News by a firm of solicitors, and are available on request.

Knotty riddle: Mr. H. E. Speller, 4 Woodstock Street, Reading, Berks RG1 3JU, came across the following passage when reading an American book: "He tied his polished black shoes with the knot that the Navy had taught him so that they would not come undone." He asks if any old shipmate can provide any versions of this?

ASSISTANCE TO AUTHORS

Mr. J. H. Stevens (ex-L/A AH1), 3 Upper Isbury, Marlborough, SN8 4AY, is researching for a book on the Vickers Supermarine Scimitar and would welcome information or photographs from any reader who worked on this type of aircraft, or flew them.

Mr. John Winton, Bryn Clwyd, Llandymog, Denbigh, Clwyd, LL16 4HP, is writing a history of the aircraft carrier Glorious. He would like to contact survivors, and also those saved from the Acasta and Ardent sunk at the same time.

Mr. James Goss, of 64 Gains Road, Southsea, PO4 0PL, is looking for illustrations of early Portsmouth-built sailing ships for a forthcoming book, including Lyme (1654), Dartmouth (1672), Monck (1659), Royal Oak (1664), Portsmouth 1665 and 1690), Cleveland (1661), Royal James (1661 and 1675) and Association (1697). Also many later.

PHOTO POSTCARDS

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Bacchante, Barrosa, Battleaxe, Beagle, Belfast, Bermuda, Berry Head, Berwick (mod), Berwick (pre-mod), Berwick (1983), Birmingham (1977), Birmingham (1982), Blackpool, Blackwood, Blake (pre-mod), Blake (mod), Blue Rover, Brave Borderer, Brazen, Brecon, Brighton (mod), Brighton (pre-mod), Brilliant, Bristol, Britannia (mod), Britannia (mod), Broadsword (Destroyer), Broadsword (Type 22 frigate), Broington, Bulldog, Bulwark (pre-mod), Bulwark (mod), Bulwark (1979), Cachalot,

Cambrian, Camperdown, Caprice, Cardiff, Carron, Carystoft, Cattistock, Cavalier, Centaur, Charybdis (1971), Charybdis (1983), Chevron, Chichester (pre-mod), Chichester (mod), Churchill, Cleopatra (pre-mod), Cleopatra (mod), Conqueror, Corunna (mod), Corunna (pre-mod), Courageous, Coventry, Cumberland, Cygnet, Dainty, Dampier, Danae, Daring, Dartington, Defender, Defiance, Devonshire (1964), Devonshire (1974), Diamond, Diana, Dido (pre-mod), Dido (mod), Diomedes, Dreadnought, Duchess, Dumbarton Castle, Dundas.

Eagle (mod), Eagle (pre-mod), Eastbourne, Echo, Egeria, Endurance (1969), Endurance (1977), Engadine, Eskimo, Euryalus, Excalibur, Exeter, Explorer, Exmouth, Falmouth, Fawn, Fearless (1967), Fearless (1982), Fife (pre-mod), Fife (1975), Fife (1983), Finwhale, First Fast Training Boat Squadron (Cutlass, Sabre, Scimitar on one postcard), Fort Austin, Fort Grange, Forth, Galatea, Gambia, Girdleness, Giamorgan, (1967), Giamorgan (1981), Glasgow (1956), Glasgow (1980), Gold Rover, Grafton (No. 1), Grafton (No. 2), Grenville, Gunsey, Gurkha (1963), Gurkha (1982), Hampshire (pre-mod), Hampshire (mod), Hardy, Hartland Point, Hecate (1967), Hecate (1976), Hecla, Herald, Hermes (pre-mod), Hermes (mod), Hermes (1981), Hermione (mod), Hermione (pre-mod), Hong Kong Squadron Patrol Craft (Wolverton, Beauchamp, Wasperton, Yamton, Monkton on one postcard), Hubberton, Hydra, Illustrious, Intrepid (pre-mod), Intrepid (1979), Invincible, Jaguar, Jersey, Juno, Jupiter, Jutland, Kent (pre-mod), Kent (mod), Kenya, Keppel, Kingfisher, Kirkliston.

Layburn, Leander (pre-mod), Leander (mod), Ledbury, Leeds Castle, Leopard (mod), Leopard (pre-mod), Lewiston, Lincoln, Lindisfarne, Lion, Liverpool (cruiser), Liverpool (Type 42 destroyer), Llandaff, Loch

St David, Salisbury (pre-mod), Salisbury (mod), Scarborough, Scapere, Scorpion, Scylla, Sealion, Sheffield (Type 42), Sheffield (cruiser), Shoulton, Sidlesham, Sir Geraint, Sirius (pre-mod), Sirius (mod), Sirius (1983), Sir Lancelot, Soberton, Southampton, Sovereign, Spartan, Speedy, Splendid, Striker, Stromness, Stubbington, Superb, Swifsure, Taciturn, Talent, Tartar (pre-mod), Tartar (1974), Tartar (1982), Tenacity, Tenby, Tidepool, Tidesurge, Theseus, Tiger (pre-mod), Tiger (mod), Token, Torquay (pre-mod), Torquay (mod), Trafalgar, Triumph, Troubridge, Trump, Tyne, Ulster, Undaunted, Undine, Ursa, Valiant, Vanguard, Victorious, Vidal, Virago, Wakeful (frigate), Wakeful (submarine tender), Walrus (mod), Walrus (pre-mod), Warrior, Warspite (1969), Warspite (1982), Whitby, Wilton, Woolston, Yarmouth, Zest, Zulu (1966), Zulu (1982).

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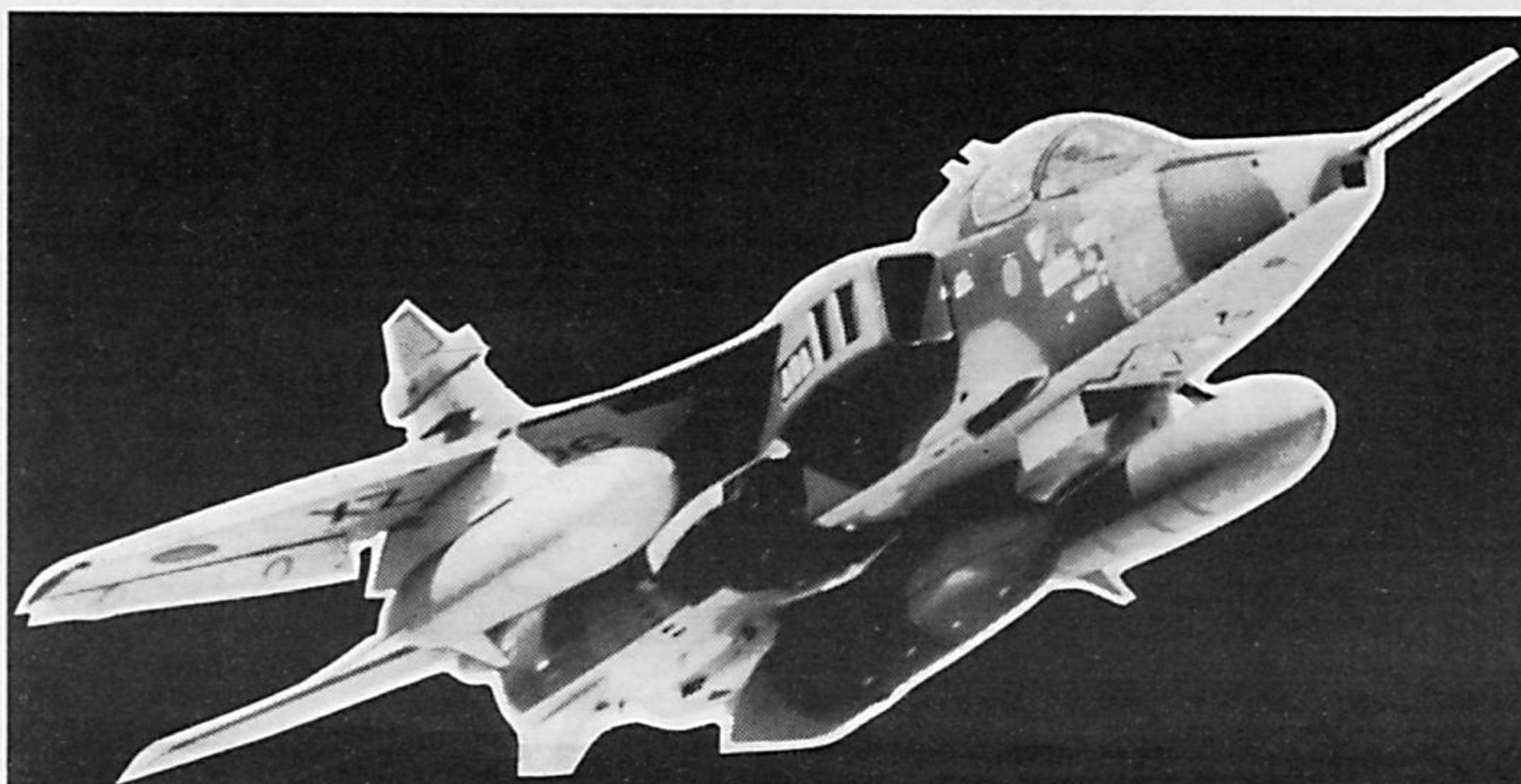
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Triathlon triumph for Pat

MT3 Pat Dunleavy of HMS Cochrane won the RN Modern Pentathlon Association triathlon championships staged in HMS Raleigh on February 3-4.

Details were:
Men's Individual — 1, MT3 P. Dunleavy (Cochrane); 2, POPT J. Munnings (Osprey); 3, LPT D. Boon (Collingwood).

Women's Individual — 1, Third Officer Smith (Seahawk); 2, Wren Kelloway (Dryad); 3, Wren Turner (Osprey).

Team competition — Mens, 1, HMS Collingwood; women's, 1, HMS Dryad; ships', RNZS Southland.

Sub-Lieut. Tim Kenealy won the RN open martial biathlon held in HMS Collingwood on January 22. LPT Jim Nowak was third, helping the Navy A team into first place over the Army and five other teams.



Mandy Warland (pictured above) of CTCRM Lympstone has been selected for the British ladies' national modern pentathlon squad of ten. A final selection of four will be made for the world championship in Denmark in August.

Wrens win in record fashion ...

Bang on target

THE HOT-SHOT Royal Navy women's rifle team have won the Inter-Services championship for the third consecutive year. And they did it in style, beating by seven points the record score they achieved last year.

RAF Uxbridge was the venue for this year's championship, which produced a close contest between the WRNS and the WRAF.

Half way through the competition the scores were level, but the Navy team pulled ahead to finish with a record 1,938 points, four ahead of the WRAF and 35 in front of the WRAC.

Team captain Second Officer Cathy Watterson (Birmingham Careers Office) retained the Tait Trophy for the best individual score (198 out of 200), after beating Wren Julie Sheppard (Daedalus) on a tie

Shooting

break. Julie went on to win the Newcombe Cup for the best aggregate in the Civil Service and Inter-Services matches, and also won the NSRA silver medal.

Trained by Lieut. Gordon Perry (HMS Mercury) and FCPO Sweeney (HMS Collingwood), the RN women's team did exceptionally well in the preliminary matches to the Inter-Services. They beat Hampshire by 28 points, set a new match record to draw with the Civil Service, and beat a Hampshire Police team.

ACHIEVEMENT

The achievement trophy awarded to the most promising newcomer to WRNS shooting was won by Wren Angela Kilner (HMS Excellent). Cathy Watterson won the Rifleman Wren Trophy, and POWren I. Stanley (HMS Daedalus) won the trophy for the highest-scoring competitor in the Inter-Services reserves match.

The Navy reserves won by 387 points to the WRAF's 378 and the WRAC's 377.

Belay that ensign pipe

ROYAL Naval Sailing Association members who exercise the privilege of wearing the Blue Ensign on their yachts will not — for the present — have to re-apply annually for the renewal of warrants.

As reported in Navy News (January), the new scheme was to start on April 1, but has now been postponed.

SPORT

Tennis 'special' extended

THE RN indoor tennis centre's 'two for the price of one' special offer has been so well received that the offer is being extended until the end of March. Servicemen and women can book two courts (consecutively or otherwise) for the price of one.

Normal cost for each hour-long session in the tennis dome at Burnaby Road is £3 to £5. Bookings can be made on Portsmouth 830736.

Galatea on form

HMS GALATEA won the Wyke Shield from the Army, Police and Fire Brigade during a recent visit to Kingston-upon-Hull. It was the first time the Navy had won the shield, which covers a wide range of sports.

● A rugby match between the ship's company of HMS Resolution and Rolls Royce at Derby ended in a 22-4 win for the hosts.

Illustrious sportsman

LSTD John Gilbody of HMS Illustrious has been awarded the carrier's sportsman of the year Louis International Trophy. He has been the ship's 1st XI soccer goalkeeper during 30 unbeaten games and also ran the fastest time in the ship's 100 x 1 mile baton relay.



Second Officer Cathy Watterson of the Birmingham Careers Office, who led the RN women's team to victory in the Inter-Services match. For the second year she was also the highest scoring competitor.

Fixtures

MARCH

1 — Hockey: RNU21 v Nottinghamshire U21.
1-2 — Ski-ing: Inter-Service ski-ing championships (Les Arcs).
2-4 Kayak: Inter-Services white water championships (River Nith).
3 — Rugby: RN Colts v Army Colts, 1000 (Aldershot); RN v Army, 1500 (Twickenham); Hockey: RN v Metropolitan Police.
4 — Judo: RN v Metropolitan Police v Devon (CTCRM).
4-7 — Badminton: Inter-Service championships (Worthy Down).
5-7 — Hockey: Inter-Service championships (Aldershot).
9-10 — Table tennis: Inter-Command competition (HMS Collingwood).
10 — Athletics: CS cross country (HMS Dryad); Rowing: Reading Head of River Race (Reading); Hockey: RNWHA v Cornwall 2 (Plymouth).
10-11 — Judo: Inter-Service championships (Aldershot); Table tennis:

RNWTA v TCB (Portsmouth).
11 — Hockey: RNWHA v Devon (Plymouth).
12 — Hockey: RNWHA v Civil Service (Eastleigh); Modern Pentathlon: Pegasus triathlon (Sherborne); Table tennis: Inter-Service championships (HMS Temeraire); Netball: RNWHA v Civil Service (RAF Stanmore).
14 — Rugby: RN v Glamorgan Wanderers, 1930 (Ely, Cardiff); Table tennis: Combined Services (HMS Temeraire).
18 — Rifle: RN v NATWEST (Longmoor).
18-20 — Hockey: Inter-Service hockey championships (RAF venue).
21-23 — Hockey: Inter-Service championships (RAF Halton).
24 — Rugby: RN v RAF, 1500 (Twickenham); RN Colts v RAF Colts, 1000 (Aldershot); Judo: National team championships (Haden Hall).
31-1 — Tennis: Inter-Service B championships (RAF venue).

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Thinking for tomorrow

Gloom, doom and joy

AFTER their defeat of Oxford University, the Navy might have been justified in thinking they had an even chance against both the Army and the Royal Air Force at Twickenham this month, writes Roy Stokes.

Each Service has defeated the university this season.

Then, from out of the gloom at Bristol on February 15 (the fog was so thick it was difficult to see more than half a pitch width), came our heaviest defeat for years.

It could be argued that Bristol, the current John Player Cup holders, have the armoury to beat the Royal Navy at will, but it does not auger well that we should find ourselves 20 points adrift after only eight minutes.

But there were long periods in the second half when hope sprang eternal. Fine tackling and some devastating back row moves suggested that even in such a heavy defeat — 57-7 — there is a Navy team capable of winning the Inter-Services title.

It is apparent, though, that much will depend on the frame of mind with which the players

Hockey

What a mixed bag!

THE NAVY senior hockey squad's build-up for the Inter-Services tournament at Aldershot on March 5-7 has produced steady, if uneven, progress, writes Tony Lages.

After a mixed bag of results in early January, the team suffered further set-backs at the hands of Hawks, 0-2 (an improvement on last season's 0-5 drubbing!), and Sussex 0-3. Despite losing to the full county side, the Navy at last revealed improved team-work.

This was further shown when the side visited the Fenners and drew 0-0 with Cambridge University — a game the Navy were extremely unlucky not to win. The Navy had earlier drawn 0-0 with Oxford, so this is the first time that they have remained unbeaten against both universities in the same season.

SHORT CORNER

Against Wiltshire, the improvement continued and the Navy had to be content with a 1-1 draw, despite the feeling that they had scored three perfectly legitimate goals.

One of the most difficult fixtures has always been against the Civil Service, and for the second season in a row the Navy pulled off a well-earned victory. The Civil Service, complete with three Welsh and three Scottish internationals, led 1-0 at half time, but well-taken goals by Roger Evans and Terry Spinks in the second half gave the Navy a fine 2-1 victory.

HMS Nelson beat HMS Daedalus 2-0 in the final to win the women's Inter-Service hockey tournament staged at HMS Collingwood and HMS Sultan on January 21.

Rugby

take the field. Total concentration and commitment from the first whistle is essential.

One could hardly say it was a pleasure to be at the Memorial Ground, but at least we were there to witness Alan Morley's world try-scoring record for a first class club.

CIVIL SERVICE

The Navy's penultimate match before the Inter-Services took them to Duke's Meadow, Chiswick, to play Civil Service, conquerors this season of both the Army and the RAF.

With Roger Tinson unavailable and Mark Durkin and Phillip Barclon failing to arrive at the ground due to an inexplicable "SNAFU", selector Bob Easson had little cause to smile. Then it all began...

Glyn Wood scored the first of his three tries to get the Navy off to an uncharacteristic start, and from then on the team played purposeful rugby. Platform of this change in fortune was some outstanding forward play, despite a lack of size and weight.

EXCEPTIONAL

Flankers Mark Sheldon and Mick Reece were exceptional and reaped the reward by scoring a try each. The backs made penetrating runs and the tackling of Gerry Price and Chris Allcock was superb.

In so good a performance, it was fitted that the backs should share in the scoring; a classic try by Bob Penfold after Bob Henderson had created an overlap.

Henderson kicked a conversion, Steve Barnett kicked two and a penalty goal, the Royal Navy won 33-12 (four penalty goals), and the selector was seen to smile.

Winter sports

Downhill struggle for Navy

INJURIES and misfortune dogged the Navy ski team during the Hill Samuel Inter-Services Alpine ski championships at Andermatt, Switzerland, during the last week of January.

Two "lost" skis in the first race — a two-run giant slalom — led to the team at that stage being seventh out of the eight NATO Service teams competing.

In a fall during the practice runs for the downhill event, Lieut. Chris Day (42 Cdo) dislocated his shoulder, but in the

WITH three internationals in their side, the Army were not unduly extended at the 50th Inter-Services squash championships at Lee-on-Solent SRC and won the event for the tenth consecutive year.

The Army's Robbie Robinson (England), Chris Wilson and Neil Stewart (both Scotland) made the outcome a bit academic. The Navy's only hope of a breakthrough was from international player Lieut. Norman Ingeldew, who joined the Service in January.

But it was not to be, because Norman has not played for more than a year and was found out by his lack of match

Squash

fitness. That was unfortunate, because he obviously had the edge on talent over both the Army and RAF number ones, and should win next year.

The Army retained the senior trophy by beating the Navy 5-0 and the RAF 4-1. The RAF beat the Navy 3-2.

VETERANS

Three years of naval domination of the veterans' competition came to an end, with the Navy losing 4-1 to both Army and RAF. The Army took the title with a

3-2 win over the airmen. Cdr. Brian Taylor (Temeraire) and Lieut. Brian Donnachie (Sultan) each won a match.

The Under-25 competition was won easily by the RAF for the fourth year in a row. They beat the Army 3-2 and the Navy 5-0. However, the Navy did make significant advances in this competition by beating the Army 3-2.

Winners in this match were Sub-Lieut. James Gunn (Manadon), LMEA John Perella (Caledonia) and LWEA Nick Dymond (FMG Rosyth). Perella and Dymond were awarded Navy colours at Under-25 level, Capt. Mike Boyce (Brilliant) received his

at veteran level, and Ingledew and CPOPT Pat Beaton (Osprey) received senior colours.

There was more evidence of the Army's strength in squash at the women's Inter-Service championships at the Waverley Club, Farnham, on January 30-February 1.

The Army Women easily took the title by ten matches to the RN Women's four and the WRAF's one. LWren Sue Oldman (Temeraire) was beaten by Sgt. Tuomey in the final of the Combined Services individual championships, and Wren P. Cunnison (HMS Heron) won the plate competition. Sue Oldman was selected for the Combined Services team.

Cross country

Robison leads Air Command to the title

SUB-LIEUT. Chris Robison (Air) dominated the Royal Navy senior cross country championships at HMS Dryad on February 10 after Sgt. Chris Hazelwood (RM) had set the pace with a blistering first mile.

Hazelwood could not maintain that effort and finished second in a time of 33min. 27.06sec., 53 seconds behind Robison and 15.9sec. ahead of Sub-Lieut. Terry Osborne (Portsmouth).

Naval Air Command took the team trophy by getting their six scoring runners in the first 11. The Royal Marines were second.

LADIES' RACE

CPOWPT Nuala Atkey retained her senior ladies' title with an excellent display of determined front running. Wren Mandy Warland was second and Wren C. Corbett was third. Portsmouth won the team prize, with Air / Scotland second.

Closest race was the junior men's event which was won by 1982 champion MEM Nigel Barraclough, who thus became the first person to win this title twice.

He pushed the 1983 champion, AN(AH) Neil Conway (Air), into fifth place behind AEM Kevin Carley (Air), who was second, WTR Morton (Portsmouth), third, and MEA



Sub-Lieut. Chris Robison leads Sgt Chris Hazelwood through the woods during the Navy cross country championships at HMS Dryad.

Picture: Fleet Photographic Unit.

Olympic appeal meeting

THE Royal Navy AAA is staging an indoor athletics meeting at RM Eastney on March 24 to boost the British Olympic Appeal. Cost will be £1 per event, and athletes who wish to take part should contact Cdr. J. Phillips RN, Hon. Sec. Indoor Meeting, Staff Officer Youth Training Office,

CINCNAVHOME, HM Naval Base, Portsmouth PO1 3LR.

Events will be 60m., 400m., 1,500m., shot, high jump and 60m. hurdles for men and women in all age groups; and pole vault for youth, junior and senior men. Cheques should be made payable to British Olympic Appeal.



MEM Stuart Barraclough

APP S. Angus, the Scottish and Northern Ireland Command champion, in fourth.

Portsmouth won the junior command title, Plymouth were second and Air third.

Fleet competitions

Falmouth's 25-goal thriller

THE Midi-Ships hockey match between HMS Exeter and HMS Falmouth at Portland on February 4 turned into a real thriller.

The score was 1-1 after full time, and remained that way after a period of extra time. The first round of penalty flicks produced a score of 3-3, the second round boosted it to 7-7, and a third round finally settled the match 13-12 in the Falmouth's favour.

Quarter final pairings in the competition are: Lowestoft v. Falmouth (winner to play Gurkha); Danae v. Jupiter; Minerva v. Hermione; Renown v. Turbulent.

Quarter finalists in the Midi soccer competition are: Ajax v. Minerva (winner to play Boxer or Phoebe); Hermione v. Gurkha; Cardiff 1, Lowestoft 3; Plymouth v. Renown.

The Midi rugby quarter final pairings are: Danae 28, Ajax 0; Zulu v. Cardiff (winner to play Torquay); Phoebe v. Arethusa; Gurkha v. Resolution. Cardiff beat Lowestoft 22-10.

Olympic report

FOUR Royal Marines skied in several Nordic and biathlon events at the Winter Olympics in Sarajevo, Yugoslavia.

In the luge, British champion Lieut. Andre Osborne (HMS Royal Arthur) finished 27th overall after four runs.

MNE John Spotswood (45 Cdo) finished 45th in the 50k cross country, 54th in the 30k and 57th in the 15k Nordic cross country. Cpl. Tony McLeod (42 Cdo) was 34th in

the 20k biathlon, MNE Andy Rawlin (45 Cdo) was 52nd in the 30k Nordic cross country, and Cpl. Steve Daglish (45 Cdo) was 58th in the 30k Nordic event.

Cpl. McLeod was in the British biathlon relay team that finished 12th out of 18, and MNEs Rawlins and Spotswood competed in the 4 x 10k cross country relay in which Britain finished 14th out of 18.

Team captain Lieut. Richard Madeley RM had a disappointing championships, losing a ski in the first run of the giant slalom and falling in the downhill — an event he might have won.

Two others, Lieut. Gourley (Culdrose) and POPWEA Low (Dolphin) were sidelined by injury, while three younger team members — AEM(WL)

Fothergill (826 Squadron), LAEM Griffin (NATEC, Daedalus), and ALMEA Dobson (Caledonia) — made excellent progress. MNE Billy Hunter (Base Coy 46 Cdo) also performed steadily in his first Inter-Service.

Navy ski-ing now focuses on the Service's own championships at Les Arcs, France, during the first week of March.

race itself the team performed well and MNE Martin Macrae (Comacchio Coy) turned in the second fastest British time.

The final race, a two-run special slalom, saw much better form from the Navy team, which pulled itself up into fifth place ahead of the Canadians, the touring Australian Defence Force team and the USAF (Europe).

VERY STRONG

But the Navy trailed both Army and Royal Air Force. Indeed, the RAF were exceptionally strong and defeated the Army in the slalom discipline, the first time this has happened for several years.

SPONSORS

The event was sponsored by Hill Samuel Life Assurance who are strong supporters of Inter-Services ski-ing and who contributed a considerable sum towards the staging of the races.

Marine Macrae ski-ed marvellously to come second overall of the British Forces.

Navy's long reign ends in dispute

THE ARMY are the new Inter-Services team boxing champions. And good luck to them, for they beat the Royal Navy 6-4 at Aldershot on February 24 in a contest of high skill, immense courage and true sportsmanship.

But what the record books will not reveal is that the Navy were deprived of at least a share of the title by two controversial split decisions, one of them certainly the strangest this reporter has seen in many years of covering Service tournaments.

With the match standing at 4-3 in favour of the Army, LS Dennis Ricketts was adjudged not to have beaten Pte Paul Bryan. Very few people in the packed Army Boxing Centre could have thought Bryan won even a single round, and certainly the Army corner could hardly believe their luck when two of the three Royal Air Force judges voted for their man.

And although England middleweight AB Brian Schumacher destroyed Young England light heavyweight Dennis Bailey in the next con-

Boxing

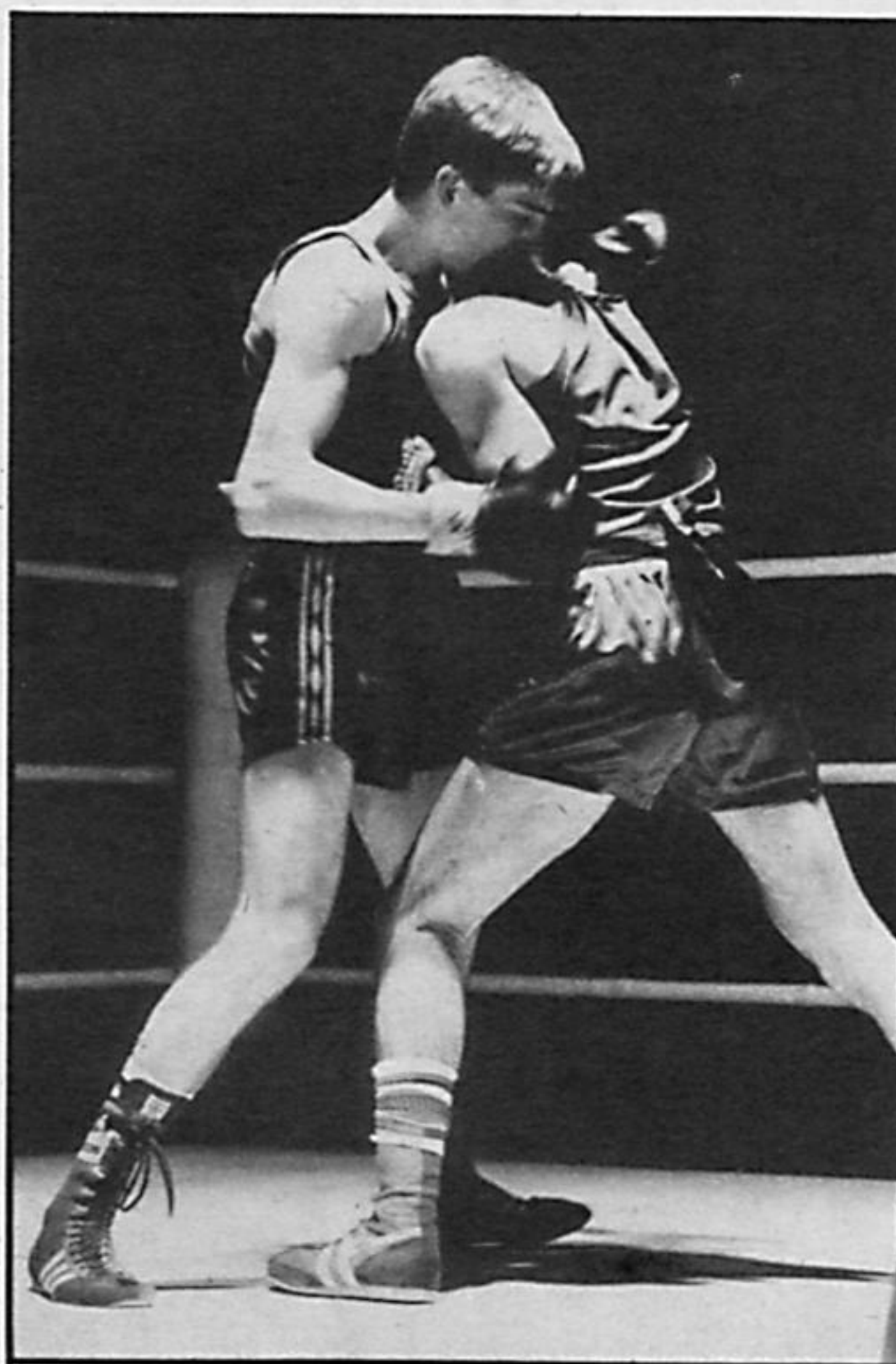
SEA Dennis Wilde, the new Navy flyweight champion, was out-classed by Apprentice Tradesman John McLean; MNE Dave Robb (deputising for RO Mick McGlynn, whose career is jeopardised by an eardrum injury) lost a hard battle to Sig. Eddie Gajny, a former ABA finalist; and MEM Brian Kearney lost a see-saw light-welterweight contest against England squad-mate Carl Crook.

At bantamweight, MNE Mark Slater flicked out a stream of jabs and hooks that earned him an unassailable lead over two rounds. And how he needed that advantage when Sapper Keith Howlett came back at him over the final two minutes in a superb climax of toe-to-toe action.

AB Wayne Green won comfortably enough at welterweight without being terribly convincing. The contest seemed to be over in the second round as Green hammered young Guardsman Dean Hunt with a succession of good shots, but Hunt survived it all and mounted several strong attacks of his own in the final round.

The Navy's other winner was SA Andy Chambers, who danced and jabbed his way to an excellent points win, a performance which made nonsense of his dismal defeat in the Navy championships.

Navy coach CPO Alan Dolman's reaction was short and sharp: "The lads did everything we asked of them. The officials let them down."



A word in your ear, mate! MNE Dave Robb (left) gets to close quarters with RO Mick McGlynn during their superb light-weight contest at the Royal Navy boxing championships in HMS Drake. McGlynn won on points.

Picture: LA(Phot) Al Campbell, HMS Drake Photographic Section.

ROD HOLDS BALANCE OF POWER

NOT MANY men get the chance to influence the outcome of a confrontation between the super powers. But that was the position Lieut.-Cdr. Rod Robertson found himself in when he flew to Moscow in late January to act as neutral judge in the annual USSR v. USA amateur boxing tournament.

The fixture had been in some doubt following years of controversy over the biased nature of the judging. This

year, for the first time, the participants agreed to have a neutral judge, and Lieut.-Cdr. Robertson (DNPTS), an experienced international official, was chosen.

And he quickly discovered that his decisions were unusually important. The tournament involved three matches, each of 12 bouts at three different venues — Moscow, Kiev and Donetsk — and Lieut.-Cdr. Robertson's marks decided almost every

one of them.

There was only one knockout, and virtually every other bout was settled by a majority decision, with the Russian official voting for the Russian boxer, the American voting for the American, and the neutral judge deciding the winner.

In the end honours were shared, with the Russians winning in Moscow, the USA in Kiev, and the Donetsk decider finishing in a dramatic 6-6 draw.

SPORT

Green out of ABA reckoning

AB WAYNE GREEN is out of the ABA championships. The man who has claimed an unrivalled nine consecutive Royal Navy titles at light welter and welterweight, plus a cupboard full of Combined Services and England honours, did not weigh in for the RN open championships in HMS Drake on February 8.

Green — one of the most explosive punchers ever to wear Navy colours — has ruled himself out of this year's campaign to concentrate on a different but equally tough physical challenge, with the Portsmouth Command Field Gun crew.

The welterweight title now belongs to WEM Jim Manley by right of a walk-over, one of seven in the senior championships. Despite that number of uncontested divisions, the championships, both youth and senior, were the most exciting for years.

OUTSTANDING

There were several outstanding contests, the best of them the lightweight duel between RO Mick McGlynn and MNE Dave Robb. Both upright of stance and straight of punch, they produced three rounds of pulsating action, memorable for

Royal Navy championships

McGlynn's variety (which ultimately won him a unanimous decision) and Robb's ferocious refusal to be dominated.

Ferocity was also the hallmark of a marvellous youth welterweight clash between former NABC champions MNE Andy Ellison and JMEM Dave Curtis. Curtis had been in the Navy just a few weeks, and although his timing was wayward, his courage was never in doubt in a contest which the more accurate Ellison shaded on points.

The senior flyweight final between SEA Dennis Wilde and AB Pincher Martin was another excellent contest, until Wilde smashed home a left-right combination midway through the second round.

SOLID HOOKS

After that, Martin was repeatedly caught by solid left hooks and the referee stopped it in the third.

England bantamweight AB Paul Evans has opted out of this year's ABAs, which let in CK Dave Pope and MNE Mark Slater to contest that division. Pope last year reached the England ABA semi-finals at flyweight, but he had only three days to prepare for these championships after duty in the Falklands, and had no chance of getting down to flyweight.

Pope tried desperately to land one of his bombs on the mercurial Slater, but the Marine's quite brilliant footwork and defence denied him. The contest came to an unexpected end late in the third round when Slater's incessant jabbing inflicted damage to the corner of Pope's left eye.

ROYAL MARINES

The strength of the Royal Marines — there were 13 of them on the bill — earned them their seventh consecutive youth championship title to add to the novice and intermediate trophies which the Corps has already won this season.

RN CHAMPIONSHIPS 1984

SENIOR

Light flyweight — POAEA Tim Wray (Heron), walk-over; flyweight — SEA Dennis Wilde (Sultan) bt AB Tony Martin (Gurkha), rsc 3; bantamweight — MNE Mark Slater (Cdo Log Regt) bt CK Dave Pope (Seahawk), rsc 3; featherweight — MNE Colin Day (40 Cdo), walk-over; lightweight — RO Mick McGlynn (Nelson) bt MNE Dave Robb (45 Cdo), pts, u; light welterweight — MEM Brian Kearney (RM Poole), walk-over; welterweight — WEM Jim Manley (Collingwood), walk-over; light middleweight — MNE Keith Owen (RM Poole) bt SA Andy Chambers (Bristol), pts, m; middleweight — AB Brian Schumacher (Nelson), walk-over; light heavyweight — RCT Steve Heryet (CTCRM) bt MEM Mick Ford (Leander), disc 3; heavyweight — MEM Ned Rawlins (Defiance), walk-over; super heavyweight — MNE Keith Ferdinand (CTCRM), walk-over.

YOUTH

Lightweight — MNE Sean Clark (RM) beat RCT Stephen Reynolds (RM), rsc 1; light welterweight — SEA Tony Dixon (Plymouth) bt WEM Steve Mitchell (Portsmouth), pts, u; welterweight — MNE Andy Ellison (RM) bt JMEM Dave Curtis (Plymouth), pts, m; light middleweight — JMEM Cliff Surtees (Portsmouth) bt AEM Sean O'Kane (Air), pts, u; middleweight — MNE Paul Moxham (RM), walk-over; super heavyweight — RCT Jim Muirhead (RM).

Water polo

Winning ways in Coventry

THE NAVY water polo team won the prestigious Coventry invitation tournament on February 18 before heading north to take part in the international Willie Mellors memorial tournament in HMS Caledonia as Navy News was going to press.

Last time the Navy won the Coventry event — in 1980 — they went on to a "grand slam" of successes, winning the Willie Mellors and then the Inter-Services crown.

Eight of the best club sides in the country took part at Coventry in a one-league format which produced 28 games on the day. Each team, limited to squads of nine, played seven times, and in a very close finish the Royal Navy won on goal difference from Manchester club Royton.

On their way north they stopped at Stoke to beat the Paragon club 13-7, then arrived in HMS Caledonia to face a Warrender team containing three senior Scottish internationals. The Navy played superbly to beat the Edinburgh club 9-6.

Rapid volley puts paid to Hampshire

A SUPERB victory over Hampshire in the South West Counties championship was the highlight of the Royal Navy's soccer programme in February, writes Jack Sheppard.

As Navy News was going to press, the side was involved in two more South West Counties matches, drawing 2-2 against Sussex at Burnaby Road (goals by Dutchy Holland and Leigh Tongue), and against Dorset at Poole. Final match in the competition is against Wiltshire at Burnaby Road, Portsmouth, on March 7.

The Navy scored from one of their first attacks against Hampshire. Cpl Tiv Lowe (CTCRM) swung in a corner which LPT Jimmy Stephenson (Sultan) flicked on for LPT Dutchy Holland (Excellent) to volley home.

Hampshire fought back hard, and it needed outstanding displays by WEM Andy Williams (Southampton) and POPT Ian Rees (Raleigh) to keep them at bay. Even so, it needed a brilliant save by CPOPT Micky Patterson (Collingwood) to deny Hampshire's John Harris an equaliser near the end.

With several senior players

Soccer

unavailable, Navy manager Lieut.-Cdr. Chris Brady had to re-shuffle the pack for the game against Civil Service at Chiswick on February 1. One of the changes brought in Neil Hinch, recently promoted to sub-lieutenant, who thus became the first officer to play for the Navy for several years.

The match ended in a 2-1 win for the Civil Service, although the Navy had several opportunities to sew it up. POPT Tommy Johnson (Nelson) set up WEM Steve Johnson (Hermione) for the Navy's equaliser.

The serious business of Inter-Services soccer gets underway at Burnaby Road on March 14 (kick off 1930) when the Royal Navy entertain the Royal Air Force. The Army v. Navy match is at Aldershot on March 28 (1430).



BUGLER John O'Connell (RM Deal) could be forgiven for blowing his own trumpet as he and his Combined Services team-mates celebrate their Kentish Cup triumph in Belgium. John had just been named player of the match in which the British Services team had beaten Belgian Armed Forces 2-1. Having already beaten French Armed Forces 1-0 at Aldershot, the Combined Services thus won the Kentish Cup for the first time in 14 years.

It was a marvellous achievement for the British servicemen against two sides packed with professional footballers doing their National Service.

Also in the Combined Services squad were LPT Dutchy Holland (Excellent) and PO Jimmy Nesbitt (Neptune).

Picture: Doug Pratt, Soldier Magazine.

OCEAN PATROL

PICTURED operating in the Indian Ocean are HMS Glamorgan and a somewhat bigger vessel, the 80,000-ton aircraft carrier Ranger.

The Glamorgan was resuming patrol in late February after a visit to Cochin in South India, while HMS Brazen, which has also been on Indian Ocean and Gulf patrol, was back at sea after the visit to Sri Lanka.

● See also page 31.



Sea Kings in Beirut evacuation

SEA KING helicopters based on the Navy's new helicopter support ship RFA Reliant were heavily involved in the withdrawal in February of the 115-strong British contingent of the multi-national force from the Lebanon.

Later the Sea Kings and US helicopters took part in the evacuation of some 500 civilians, including many Britons, from the country. Troops returned ashore from the Reliant to act as guards as the shuttle service continued.

Emblazoned with the Union Flag, the Sea Kings made many

flights, with their passengers, between the road outside the British Embassy in Beirut to the Reliant, steaming off the coast.

Later the civilians airlifted out were taken on to Cyprus by RAF helicopters, which earlier had also been involved in the withdrawal of the UK troops.



Jane Walsh

JANE'S THE TOPS!

ALL-ROUNDER Jane Walsh, a CPO Wren serving in HMS Centurion, is to receive the NATO Trophy, the Royal Navy's sports personality of the year award. The team trophy, the Sports Control Board Cup, is to go to the Royal Marines Free-fall Parachute Team.

Jane, a gifted all-round sportswoman, has appeared regularly for the Royal Navy and Combined Services since 1966 at athletics and hockey, and is now involved as an administrator as well.

Joint runners-up for the individual award were British luge champion Lieut.-Cdr. Andre Osborne, and CPO John Giblett, skipper of the successful racing yacht Electron II and mate of the yacht Adventure on the Horn leg of the 1978 Round-the-World race.

The RM parachute team, who did so well in the British and World Championships and set two national records, narrowly beat the RN Women's hockey team for the RN and RM Sports Control Board's nomination.

Trawler hosts a surprise party

WHEN the skipper of the Fleetwood trawler Pern was asked to stop by HMS Walkerton in Liverpool Bay, it seemed to him that he was just in for a routine fishery inspection.

But when the Navy boarding party arrived, skipper Kevin O'Donnell's eyes nearly popped out of his head — for he found himself face to face with Cdr. the Prince of Wales.

"You should have seen that skipper's face," said LA(Phot) Jon Garthwaite, who joined the boarding party to photograph the event. "I think he was in a state of shock the whole time we were there. He had received no warning at all about who was coming."

Informality

The unique encounter, which must have appealed to the Prince's sense of humour, took place during an informal, day-long visit he made to the Walkerton on February 10.

The fishery protection vessel

is now under the command of Lieut.-Cdr. James Rapp, who has been a friend of the Prince since they served together in HMS Bronington — Prince Charles as commanding officer and the then Lieut. Rapp as navigating officer.

Prince Charles embarked in the Walkerton at Liverpool after asking to experience fishery protection work at first hand. He met all members of the ship's company as well as taking part in the "routine" inspection.

HMS Walkerton returns to Rosyth on March 9 after squad-



The routine fishery boarding that turned into a royal surprise for trawler skipper Kevin O'Donnell. Here he welcomes on board Cdr. the Prince of Wales who made an impromptu visit to the fishing vessel Pern with a party from HMS Walkerton. With the Prince is the Walkerton's first lieutenant, Lieut. Roger Bosshardt.

Picture: LA(Phot) Jon Garthwaite.

ron weapon training at Portland and a visit to St Helier, Jersey.

● On January 24, Prince Charles embarked in HMS Glasgow for passage from Portland to the City of Glasgow, where the Type 42 destroyer was due to spend four days. He was on board at the invitation of the commanding officer, Capt.

Robert Woodard, who was in charge of aviation at BRNC Dartmouth when Prince Charles was a student pilot.

To mark the visit, the ship presented him with a pair of cufflinks bearing the emblem of St Mungo, patron saint of Glasgow, who appears on the ship's badge.

The big pay-off looms

A NUMBER of ships, some of which were recommissioned or retained because of the Falklands conflict and commitment, are now due to pay off from service with the Royal Navy within the next few weeks.

Largest of them is the County class HMS Antrim, in which Chile has expressed an interest, with negotiations for sale proceeding.

Indonesia is reported to be interested in the Tribal-class ships HMS Gurkha, Tartar and Zulu, with Vosper Thornycroft Shipbuilders keen to carry out modernisation work on them.

The other ships due to depart Navy service soon are the trials ship HMS Londonderry and the Rothesay-class HMS Falmouth.

Uckers

From front page

The Commodore HMS Nelson (Commodore David Watts) is to open battle and will present the awards.

Inquiries about this year's contest should be directed to Mr. Derek Green at Sonning Golf Club, Duffield Road, Sonning-on-Thames, near Reading, phone Reading 693332.

Endurance PO in epic journey home

A FIVE-FLIGHT journey from deep in Antarctica to the United Kingdom was rapidly arranged in late February for POMA Kevin Mitchell, of HMS Endurance, when he required specialised medical treatment for a severely broken leg.

First he was carried by Endurance Wasp helicopter to the British Antarctic Survey base on Adelaide Island before being taken on by BAS Otter aircraft to the Chilean Antarctic base on King George Island, North of Graham Land.

There an RAF Hercules was able to land to take him the 700 miles to Port Stanley in the Falklands.

As Navy News went to press, arrangements were being made for the rest of his journey home by Hercules to Ascension Island, with the final stage by VC 10.

● See "In for a dip on the Costa del Iceberg" — page 3, main edition.



View from the bridge

THE Falklands provides the setting for a naval scene in which the Type 42 HMS Manchester is viewed from the bridge wing of HMS Fife as the County class destroyer refuels from the tanker mv Alvega.

All three ships have had long spells in the Falklands, where the 55,000-ton Alvega, on charter, has just completed duty as base support tanker for naval fuel. Previously she had a long spell in the Ascension Island area.

● See also Page 19.

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